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Shipping.

Steamers.

STEAM TO BOMBAY VIA STRAITS

The P. & O. S. N. Co.'s

Steamship



Vol. XLI. No. 6855. AGENTS FOR THE CHINA MAIL. LONDON :- F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE NOTICE. STREET & Co., 30, Cornhill. GORDON & Gorch, Ludyate Circus, E.C. Bates Hendy & Co., 37, Walbrook, E.C. SAMUEL DEACON & Co., 150 & 154, Leadenhall Street. PARIS AND EUROPE: - AMEDII PRINCE & Co. 36, Rue Lafayette, Paris. per Procuration.

NEW YORK :-- ANDREW WIND, 21, Park AUSTRALIA, TASMANIA, AND NEW ZEALAND:-GORDON & GOTCH, Melbourne and Sydney. SAN FRANCISCO and American Ports

generally :- BEAN & BLACK, San Fran-SINGAPORE, STRAITS, &c.:-SAYLE & Co., Square, Singapore. C. Heinszen

OHINA:-Macao, Mosses A. A. DE MELLO & Co. Swatow, Quelou & Co. Amoy, from 1st January, 1885. WILSON, NICHOLLS & Co. Foochow, HEDGE & Co. Shanghai, LANE, CRAWFORD & Co., and KELLY & WAISH. Yokohama, LANE, CRAW-FORD & Co., and KELLY & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

| | | |
|---------------------------|-------------|---|
| PAID-UP CAPITAL, | \$7,500,000 | |
| RESERVE FUND | \$4,400,000 | (|
| RESERVE FOR EQUALIZATION | \$ 400,000 | |
| RESERVE LIABILITY OF PRO- | \$7,500,000 | j |
| | | ļ |

COURT OF DIRECTORS. Chairman-Hon, F. D. Sassoon. Deputy Chairman-A. Molver, Esq. C. D. BOTTOMLEY, M. GROTE, Esq. H. Hopfius, Esq. DALRYMPLE, Hon. W. KESWICE. A. P. McEwen, Esq. W. H. FORBES, Esq. | E. E. SASSOON, Esq.

CHIEF MANAGER. Hongkong,.....THOMAS JACESON, Esq. MANAGER. Shanghai,..... Ewen Cameron, Esq. LONDON BANKERS. - London and County

HONGKONG. INTEREST ALLOWED. ON Current Deposit Account at the rate of 2 per cent. per annum on the daily

balance. For Fixed Deposits :-For 3 months, 3 per cent. per annum. 4 per cent. n n 5 per cent. "

LOCAL BILLS DISCOUNTED. Credits granted on approved Securities, and every description of Banking and Exchange business transacted. Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan. T. JACKSON.

Hongkong, February 28, 1885.

MOTICE.

Chief Manager.

DULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3 : Saturdays, 10 | Torio

2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest. 4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on

their daily balances. 5. - Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China. 7.-Withdrawals may be made on demand,

but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

HONGKONG & SHANGHAI BANKING - CORPORATION,

T. JACKSON. Chief Manager. Hongkong, May 7, 1885.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

REGISTERED OFFICE. 40, THREADNEEDLE STREET, LONDON.

BRANCHES: In India, China, Japan and the Colonies.

THE Bank RECEIVES Money on Deposit, buys and sells Bills of Exchange, lasues Letters of Credit, forwards Bills for Collection, and transacts Banking and Agency Business generally on terms to be had on application.

APPROVED CLAIMS ON THE ORIENTAL BANK CORPORATION PURCHASED ON ADVAN. TAGEOUS TERMS, viz.: 75 per Cent. ex 1st Dividend equal to 874 per Cent, for whole Claim. H. A. HERBERT,

Manager. Hongkong Branch. Hongkong, July 4, 1885.

Mr. Andrew Wind.

NEWS ACENT. &U.

號七十月七年五十八百八千一英

Notices of Firms.

THE BUSINESS of the Firm of A. A. DE MELLO & Co. at Macao, will be CONTINUED as heretofore, under the MANAGEMENT of Mr. F. A. DA CRUZ, who is again duly authorised to Sign the Firm

For A. A. DE MELLO & Co., Baroness Do CERCAL, Administratrix of the late Baron Do CERCAL'S Estate. Macao, the 9th July, 1885.

NOTICE.

TAR. E. H. M. HUNTINGTON has IVI been Admitted a PARTNER in our Firm in Hongkong, China and elsewhere,

RUSSELL & Co. Hongkong, July 1, 1885.

Intimations. DENTISTRY.

FIRST CLASS WORKMANSHIP. MODERATE FEES.

MR. WONG TAI-FONG, Surgeon Dentist, (FORMERLY ARTICLES APPRENTICE AND LAT-TERLY ASSISTANT TO DR. ROGERS,)

T the urgent request of his European A and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. Rogers, No. 2, DUDDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families. Sole Address 2, DUDDELL STREET. (Next to the New Oriental Bank.) Hongkong, January 12, 1885.

CHAS. J. GAUPP & Co., Chromometer, Watch d: Clock Makers, Jewellers, Gold & Silversmiths.

MAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS. VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.

RITCHLE'S LIQUID AND OTHER COMPASSES. ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS. English SILVER & ELECTRO-PLATED WARE. Christofle & Co.'s ELECTRO-PLATED WARE. GOLD & SILVER JEWELLERY, in greaty variety.
D I A M O N D S

~ AND ~ DIAMOND JEWELLERY, A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices. 742

GRIFFITH'S VIEWS OF HONGKONG NOW READY,

1, DUDDELL STREET. GRIFFITH & Co..

MANUFACTURERS OF THE LONDON ERATED WATERS,

1, DUDDELL STREET, Continue to Supply: WATER, LEMONADE, GINGERADE. RASPBERRYADE, SELTZER

&c., &c., &c. SARBAPARILLA 11 At the same Moderate Charges. Hongkong, June 9, 1885.

VICTORIA HOTEL, Praya and Queen's Road Central,

IIIHIS extensive and well-appointed establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place. The Rooms are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner,

The accommodation and service of every kind will be found to be of the best des-An ample and varied TABLE T'HOTE is always provided and served in the spacious, large Dining Hall. The Hotel also contains handsome and comfortable reception, Reading, Billiard and Smoking Rooms.

suited to the requirements of the Far

The Hotel is unsurpassed for comfort, convenience and quick service. Continental languages are spoken. MESSRS, DORABJEE and HING KEE,

PROPRIETORS. Hongkong, September 15, 1884.

CHEE WO LING KEE HAS always on Hand STEAM LAUNCHES FOR HIRE. Charges

Wing-Shing, Wing-Cheong, and Wing-Tye. n second n - - - - \$2. every subsequent hour, - - \$1. Wing-Fuk, Wing-Loy, and Wing-Lee. For first hour. - - - - \$9. ii, second or subsequent hour, - \$2. Rates for towing Vessels and Cargo-boats, or use of Launches for Excursions to

Macao, Canton, or other places may be arranged at No. 29, Wine Wo STREET. Hougkong, June 13, 1885. THE HONGKONG HAIR DRESSING SALOON.

Honekong Horel Buildings. LADIES HATE DRESSING SALOON is at-A tached to this Establishment, and 21. PARK ROW, NEW YORK; is Ladies are respectfully INVITED to give authorized to receive Subscriptions, it a TRIAL. Every satisfaction is gua-Advertisements, &c., for the China Mail, ranteed.

Overland China Mail, and China Beriou, | Hongkong, May 7, 1885.

HONGKONG, FRIDAY, JULY 17, 1885.

Established February,

HAVE RECEIVED A NEW SUPPLY OF

For Sale.

GOODS UNIMEE

OUTFITTING DEPARTMENT, Consisting of:-CENTLEMEN'S UNDERSHIRTS and DRAWERS in every variety of Material

suitable for hot climates. LAWN TENNIS SHIRTS thoroughly shrunk. The 'ASCOT' SUMMER WASHING SCARF. Washing SILK SCARVES and TIES, in new shapes. 'TERAL' ZEPHYR FELT, and STRAW HATS

The 'FORBES WATSON' Patent FELT SUN HELMET. Calcutta PITH SUN HATS and HELMETS. Summer BOOTS and SHOES, TENNIS SHOES. New SWIMMING COLLARS and BATHING DRAWERS. French and Irish CAMBRIC HANDKERCHIEFS.

Fine LONG-CLOTH SHIRTS for Summer wear. Extra Thin RAIN COATS, warranted WATERPROOF. The 'ACME' Patent Ventilated RAIN COAT. The 'CLIMAX' SILK UMBRELLA, wear guaranteed, White COTTON SUN UMBRELLAS.

LANE, CRAWFORD & Co. have the largest Stock in Hongkong of Gentlemen' HOSIERY and OUTFITTING of all kinds; their Selection is kept up by frequent parcels of all the Novelties as they appear in London. LANE, CRAWFORD & Co.

Hongkong, June 25, 1885.

EX STEAMSHIP ANTENOR.

ADIES' EVENING SHOES with Beaded Toes, all sizes. LADIES' and GENTLEMEN'S SHOES. WALKING Uppers made of 'Pannuscorium' (a soft and pliable material, particularly adapted for wear in this climate).

W. POWELL & Co. VICTORIA EXCHANGE,

Hongkong, July 1, 1885.

FOR ONE MONTH FROM 1ST JULY.

THO make room for our Autumn Arrivals and to obviate the necessity of holding over our present Stock until next Summer, which always entails loss from deterioration, we have re-marked our Goods at such REDUCTION IN PRICE as, we think, will ensure the accomplishment of our purpose.

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These Quotations are subject to a discount of 10 %, For CASH.

Robt. Lang & Co.,

QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

Hongkong, July 1, 1885.

Intimations.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS. THE Thirty-Eighth Ordinary Half-Yearly

MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, No. 7, Queen's Road Central, on FRIDAY, the 31st Instant, at Three o'Clock in the Afternoon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The Transfer BOOKS of the Company will be CLOSED from the 18th to the 31st Instant, inclusive.

By Order of the Board of Directors, T. ARNOLD, Secretary.

Hongkong, July 11, 1885.

NORTH-CHINA INSURANCE COM-PANY, LIMITED.

NTOTICE is hereby given that an Extra-N ordinary General MEETING of the SHAREHOLDERS will be held at the HEAD OFFICE of the Company on MONDAY, the 3rd of August, 1885, at 2.30 p.m., when the following Special Resolution will be proposed :-

'That Clause 44 of the Articles of Association be altered by striking out the date 1885, and by substituting therefors the date 1886. By Order of the Court of Directors,

J. KENNARD DAVIS, Secretary. Shanghai, 1st July, 1885.

NOTIOE. THE MORNING STAR, Steam Launch, L is always available at half-an-hour's Notice for employment for Pic-nics, or for

towing Cargo Boats. For further Particulars, apply to DORABJEE NOWROJEE,

Victoria Hotel. Hongkong, July 7, 1885.

Intimations.

TTONGKONG PHARMACY 26, Lyndhurst Terrace. WOODFORD & Co. ___

H. B. WOODFORD, Medical Practitioner,

26, LYNDHURST TERRACE. Hongkong, July 10, 1885. WILLIAM DOLAN,

22, PRAYA CENTRAL. MOTTON DUCKS, HEMP CANVAS,

MANILA ROPE, AMERICAN OAKUM, LIFE BUOYS, CORK JACKETS, &c., &c., &c.

Hongkong, May 1, 1882.

For Sale.

FOR SALE.

OURSE, DISTANCE, AVERAGE SPEED TABLES. LONDON, via THE SUEZ CANAL, India, China, Japan, &c., VARIOUS OTHER TABLES AND NOTES,

W. A. GULLAND. To be obtained at the 'CHINA MAIL' OFFICE. Messis, LANE, CRAWFORD & Co. HALCONER & Co.

Hongkong, September 2, 1884. NOW PUBLISHED. DUDDHISM: ITS HISTORICAL

THEORETICAL AND POPULAR ASPECTS, ERNEST J. EITEL, Pn.D., Tobico. THIRD EDITION. REVISED, WITH ADDITIONS.

Price, \$1.50. LANE, CRAWFORD & Co. Hongkong, August 20, 1884.

- PUBLIC AUCTION.

Auctions.

THE Undersigned has received instructions from Col. Mossy, American

Consul, to Sell by Public Auction, on TUESDAY,

the 21st July, 1885, at 2 p.m., at his Residence, Douglas Villa West, Caine Road,-THE WHOLE OF HIS

HOUSEHOLD FURNITURE, &c., comprising: BLACKWOOD MARBLE-TOP ROUND CENTRE and Side Tables, Lacquered Tables, CHI-

NESE and JAPANESE VASES, ENAMELLED WARE, BRONZES and ORNAMENTS, MIRRORS, PICTURES, SOFA CARPETS, and CAMEL HAIR DINING TABLE, SIDEBOARD, WHATNOYS,

CROCKERY, GLASS and PLATED WARE. IRON BEDSTEADS, DOUBLE-WINGED WARD BOBE, WASHSTANDS, and BOOKS. PLANTS in Pors. A COTTAGE PIANO, by Mess. Meyer

& Co. ONE JINRICKSHA. &c., TERMS OF SALE.—As customary.

> Auctioneer. Hongkong, July 16, 1885.

To Let.

J. M. ARMSTRONG,

TO LET. THE OFFICES, No. 54, Queen's ROAD CENTRAL, at present in the occupation 3 p.m. of the Honekong, Canton & Macao St. BOAT CO., LIMITED.

Entry on or about 1st July, 1885. Apply to G. C. ANDERSON, 13, Praya Central.

Hongkong, May 26, 1885.

TO LET. BEACONSFIELD ARCADE, HOUSES, Nos. 1 and 2, 3 and 4, Facing Parado Ground.

11, 12, 13 and 14. BED ROOMS in No. 16, 'BANK BUILD-

INGS. Apply to BELILIOS & Co. Hongkong, June 26, 1885.

TO LET. COLLEGE CHAMBERS' (late Horel DE L'UNIVERS), Single ROOMS or SUITES OF APARTMENTS. No. 25B, PRAYA CENTRAL.

No. 4, OLD BAILEY STREET. DAVID SASSOON, SONS & Co. Hongkong, May 11, 1885.

TO LET. COMMODIOUS GODOWN with Ap- on MONDAY NEXT, the 20th Instant, at proach from PRAYA and Queen's 4 p.m. ROAD. A. S. WATSON & Co.

Hongkong Dispensary, 2nd May, 1885. STORAGE. COODS RECEIVED on STORAGE in Commodious and well ventilated

GODOWNS on his New Premises in DUDDELL STREET, next to the ORIENTAL BANK. G. R. LAMMERT. Hongkong, December 27, 1884.

TO LET. OFFICES and CHAMBERS, No. 7, QUEEN'S ROAD, lately occupied by

Messrs. JARDINE, MATHESON & Co. BIRD & PALMER, Who will exhibit Plans and arrange Offices to suit applicants.

Hongkong, April 8, 1885. For Sale.

FOR SALE. TULES MUMM & Co.'s CHAMPAGNE, Quarts......\$20 per Case of 1 doz.

Pints......\$21 n n 2 n

Dubos Frères & de Gernon & Co.'s BORDEAUX CLARETS AND WHITE WINES. SAIL-MAKER & SHIP-CHANDLER, Baxter's Celebrated 'Barley Bree' WHISKY, -877 per Case of 1 doz. GIBB, LIVINGSTON & Co. Hongkong, July 18, 1884.

FOR SALE.

HOUSE at the PEAK, with Large TENNIS GROUND attached. A good View of the Harbour and out to Sea. 'PEAK,'

e/o. This Office. Hongkong, April 11, 1885. PUBLICATIONS BY J. DYER BALL.

CANTONESE MADE EASY'-A Book of SIMPLE SENTENCES in the CANTONESE COLLOQUIAL with Free and Literal Translations; and Directions for Rendering English Grammatical Forms into Chinese and vice versa .- Price, \$2. Interleaved Copies, \$2.50.

We most cordially recommend it.'-China Review. 'Will be found to supply a want long felt by students of Cantonese. -Daily Press. 'Mr. Ball's Notes on Classifiers and Grammar will be found very valuable.'-China Mail.

DIALECT WITH A VOCABULARY.'-Price, 81. The Bentences given appear to be well arranged.'-China Mail. 'Contains a wide range of subjects.'-Chinese Recorder,

'EASY SENTENCES IN THE HAKKA

de. 'An extensive Vecabulary.'-Daily FOR SALE at Messrs. Kelly & Walsh's, W. BREWER'S, and LANE, CRAWFORD & Co.'s, Hongkong; and at Messrs.

TRUBERE & Co.'s, London.

Hongkong, January 23, 1884.

will leave for the above places on SATURDAY, 18th Instant, at

A. McIVER, Superintendent. P. & O. S. N. Co.'s Office, Hongkong, July 11, 1885.

3 p.m.

FOR SINGAPORE, PENANG AND CALCUTTA. The Steamship Arratom Apear, Capt. A. B. MACTAVISH eapt. A. B. MACTAVISH, will be despatched for the

above Ports on SATURDAY, the 18th Instant, at 3 p.m. For Freight or Passage, apply to DAVID SASSOON, SONS & Co.,

Hongkong, July 8, 1885. INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA. The Co. 's Steamship Taisang,Captain Davies, will be despatched for the above

This Steamer has superior First-class Passenger Accommodation, specially constructed to meet the requirements of tropical

For Freight or Passage, apply to

Ports on SATURDAY, the 18th Instant, at

JARDINE, MATHESON & Co., General Managers. Hongkong, July 6, 1885. DOUGLAS STEAMSHIP COMPANY,

LIMITED. .

FOR SWATOW, AMOY AND TAMSUL BED ROOMS, and SHOPS, Nos. 7, 9, The Co.'s Steamship Capt. WESTOBY, will be despatched for the above Ports on SUNDAY, the 19th Instant, at

For Freight or Passage, apply to-

DOUGLAS LAPRAIK & Co., General Managers. Hongkong, July 16, 1885. FOR SYDNEY AND MELBOURNE, VIA FOOCHOW. (Calling at PORT DARWIN & QUEENS.

LAND PORTS, and taking through Cargo to NEW ZEALAND.) The British Steamer Venice.Capt. J. B. PETERS, will be despatched as above

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agenta.

Hongkong, July 15, 1885. FOR LONDON VIA SUEZ CANAL. The Steamship Captain Duke, will be despatched as above on

or about the 20th Instant. For Freight or Passage, apply to JARDINE, MATHESON & Co. Hongkong, July 2, 1885.

OCEAN STEAMSHIP COMPANY. FOR SHANGHAI VIA AMOY. (Taking Cargo & Passengers at through rate. for NINGPO, CHEFOO, NEW-CHWANG, TIENTSIN, HANKOW and

Ports on the YANGTSZE.) The Co.'s Steamship Hector,
Captain Barr, will be
despatched as above on WEDNESDAY, the 22nd Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Hongkong, July 14, 1885. OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL

The Co.'s Steamship

Captain Brown, will be despatched as above on THURSDAY, the 23rd Instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, July 11, 1885.

614 FOR NEW ZEALAND PORTS VIA FOOCHOW. The Steamship Whampou,
Capt. Williams, will be
despatched as above on FRIDAY, the 24th Instant, at 4 p.m.

This Vessel has unusually good Cabin

Accommodation, situated amidships, upon

CHINA NAVIGATION COMPANY.

LIMITED.

the upper deck. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, July 3, 1885.

SHIRE LINE OF STEAMERS. FOR LONDON AND HAMBURG, VIA SUEZ CANAL.

(Taking Cargo at through rates for NEW YORK.) The Steamship The Steamsnip
Flintshire,
Dancasten, Commander,
will be despatched for the above Ports on or about the 26th Instant. For Freight or Passage, apply to ADAMSON, BELL & Co., Agents,

Hengkong, July 16, 1885.

Shipping.

PRICE, \$2 PER MONTH.

Steamers.

INDO-OHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI. (Taking Cargo & Passengers at through rates for CHEFOO, TIENTSIN, NEW-

CHWANG, HANKOW and Ports on the YANGTSZE.) The Co.'s Steamship Captain Hose, will be despatched as above on

MONDAY, the 20th Instant, at 4 p.m. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, July 16, 1885.

Sailing Vessels. FOR VICTORIA, BRITISH COLUMBIA. The 3/3 L.1.1. British Barque

Dopp, Master, shortly due, will load here for the above Port, and will have quick despatch. For Freight, apply to

Nanaimo.

RUSSELL & Co. Hongkong, June 18, 1885.

FOR NEW YORK. The 3/3 L.1.1. American Barque Penobscot. CHIPMAN, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, July 14, 1885.

FOR SAN FRANCISCO. The American Ship -Highland Light, Norceoss, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, June 1, 1885.

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK

NAPLES, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; BORDEAUX, LE HAVRE, DUNKIRK, LONDÓN AND ANTWERP.

SEA PORTS,

ON THURSDAY, the 23rd July. 1885, at Noon, the Company's PEIHO, Commandant GURAND. with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the boye places.

Cargo and Specie will be registered for

London as well as for Marseilles, and ac-

cepted in transit through Marseilles for the

principal places of Europe. Shipping Orders will be granted until Cargo will be received on board until- 4 p.m., Specie and Parcels until 3 p.m. on the 22nd July, 1885. (Parcels are not to be sent on board; they must be left at

he Agency's Office.)

For further particulars, apply at the Company's Office. G. DE CHAMPEAUX,

Contents and value of Packages are re-

Hongkong, July 10, 1885. U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP

COMPANY.

THROUGH TO NEW YORK, VIA

OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO. THE U. S. Mail Steamship CITY OF NEW YORK will be despatched for San Francisco, via Yokohama, with the option of calling at Honolulu, on TUESDAY, the 28th July, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe. Through Bills of Lading issued for trans-

Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers. RETURN PASSAGES. - Passengers. who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount

of 20 % from Return Fare; if re-embarking

within one year, an allowance of 10 % will

be made from Return Fare. Pre-Paid Re-

turn Passage Orders, available for one year.

will be issued at a Discount of 25 % from

portation to Yokohama and other Japan

Return Fare. These allowances do not apply to through fares from China and Japan to Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of rame is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Offices in Scaled Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage and Freight, apply to the Agency of the

Company, No. 50A, Queen's Road Central.

F. E. FOSTER

Hongkong, July 11, 1885,

The British steamer Mirzapore reports:

POST OFFICE NOTICES.

For HONOLULU AND MAZATLAN .-

Per Khiva at 2 p.m., on Saturday, the

Per Arratoon Apear, at 2.30 p.m., on Sa-

Per Taisang, at 2.30 p.m., on Saturday,

Per S. S. Sumatra, on Saturday, the

For SWATOW, AMOY & TAMSUI.—

Per Devenshire, at 3.39 p.m., on Monday

Per Fooksang, at 3.39 p.m., on Monday,

FOR NAGASAKI, YOKOHAMA AND

MAILS BY THE FRENCH PACKET. -

Per Esser, at 11.30 a . on Tuesday, the

The French Contract Packet Peiho

will be despatched on THURSDAY,

the 23rd July, with Mails to the

United Kingdom, Europe, and places

beyond, via Naples; to Saigon, Straits

Settlements, Batavia, Burmah, Ceylon,

Colonies, Aden, Natal and the Cape,

The usual hours will be observed in closing

HOURS OF CLOSING

THE FRENCH MAIL.

The following hours are observed in closing

Mails, &c., by the French Contract

open out of Office hours.

A.M. -- Post Office opens.

and patterns ceases.

departure.

Messageries Maritimes July 23, at noon.

... Jardine, Matheson & Co..... July 20, at 4 p.m.

Russell & Co......Quick despatch.

61,570 £ 2 half year 153 % prem., cash

4,593.98 6 % half year 49 prem., buyers

6,683.966 % half year 63 % prem., buyers

2,488.56 Old, \$3.00 Old, \$160 per s New, \$1.50 New, \$-80

Agents.

Late Fee of 10 cents until

Date of Leaving.

JULY 17, 1885.

Closing Quetations,

Tls. 300 per share

20 % discount, buyers

\$90 per share, nominal

Old, \$160 per share, buyers

ex div., buyers

nominal

cash

25 discount

\$103 per ahare

\$140 per share

1 % prem.

Egypt, Malta, and Gibraltar.

India (via Madras), the Australasian

18th instant. Registry ceases at 4.45

p.m. Mail closes at 5 p.m. Paid

Correspondence may then be posted

in the moveable box on heard the

Had fine weather and calm.

MAILS will close:-

turday, the 18th inst.

turday, the 18th inst.

the 18th inst.

For SHANGHAL --

Packet.

For YOKOHAMA.-

For HAIPHONG.-

18th inst.

For YOKOHAMA.-

For SHANGHAL .-

the 19th inst.

the 20th inst.

the 20th inst.

21st inst.

the Mails, &c.

Packet:-

For STRAITS AND BOMBAY .--



a For Sale. MacEWEN, FRICKEL & Co.

VICTORIA EXCHANGE,

ARE NOW LANDING TEVOE'S NONPAREIL KEROSINE

OIL.

FAIRBANK'S SCALES.

COOKING STOVES. AGATE IRON WARE. WAFFLE IRONS.

CASH and PAPER BOXES. KEROSINE STUDY LAMPS. HOMINY.

CORNMEAL Cracked WHEAT. Cranberry SAUCE. Stuffed PEPPERS. MACKEREL. American HAMS and BACON. Prime YORK HAMS.

WINES, &c.

CHATEAU LA TOUR, pints & quarts. IRES. GRAVES, BREAKFAST CLARET, "

SACCONE'S MANZANILLA & AMON-TILLADO. SACCONE'S OLD INVALID PORT. HUNT'S PORT. 1 and 3-star HENNESSY'S BRANDY. COURVOISIER'S BRANDY. OLD BOURBON WHISKY. BURKE'S OLD TRISH WHISKY. KINAHAN'S LL WHISKY. ROYAL GLENDEE WHISKY. Boord's OLD TOM GIN. JAMESON'S IRISH WHISKY. MARSALA. CHARTEEUSE.

MARASOHINO. CURACAO.

> TEA. EXTRA

CHOICEST NEW SEASON'S SOUCHONG, in 5 and 10 Catty Boxes.

OILMAN'S STORES. at the lowest possible prices FOR CASH.

Macewen, frickel & Co.

Hongkong, July 1, 1885.

FOR SALE.

EXTRA FINE QUALITY. FRENCH BUTTER, BRAND 'DUC DE NORMANDIE, _The Oldest Butter

PACKING ESTABLISHMENT IN NORMANDY. TN 11b tine and Cases of 48 tine each. dozen tins, at \$6 per Dozen.

Sold in Quantities of not less than one Reduction made to Purchasers of one case and upwards. G. R. LAMMERT, Sole Agent.

Hongkong, October 4, 1884.

NOW ON SALE. OANTONESE DIALECT, DR. E. J. EITEL.

CROWN OCTAVO, PP. 1018.

Hongkong, 1877-1883. Part IV. T-Y, \$3.00

Imperial Dictionary, contains all Chinese characters in practical use, and while alphapetically arranged according to the sounds of the oldest dialect of China, the Cantonese, it gives also the Mandarin pronunciation of all characters explained in the book, so that its usefulness is by no means confined to the Cantonese Dialect, but the work is a practically complete Thesaurus of the whole Written Language of China, ancient and modern, as used all over the Empire, whilst its introductory chapters serve the purposes of a philological guide to the student.

A Supplement, arranged for being bound Yangtsze Insurance Company, Ld. ... 8,000 £ and used by itself, and containing a List Union Insurance Society Co., Ld.... 2,000 5 1,250 \$ of the Radicals, an Index, and a List of China Traders' Insurance Co., Ld..... 24,000 8. 83.33 8 25 8 Surnames, will be published and sold Canton Insurance Office Co., Ld..... 10,000 3 250 8 50 8 separately.

LANE, CRAWFORD & Co. Hongkong, January 15, 1883.

NOW READY.

THE REVENUE OF CHINA.

SERIES OF ARTICLES Reprinted from 'The China Mail.' WITH AN APPENDIX.

· HIS PAMPHLET is Now Ready, and may be had at the OFFICE OF THIS PAPER, Mosers. Lane, Chawford & Co.'s. Mesers. Kelly & Walse's.

And Mr. W. BREWER'S. - - - - 50 Cents.

THE REPORT OF THE TRIAL OF LOGAN AT CANTON that appeared in the China Mail has been printed in PAM PHLET FORM, and is now on Sale.--Price, 30 Cents.

Hanglong, October 3, 1883,

Entertainment.

ROYAL, OITY HALL.

GRAND CONCERT. VOCAL AND INSTRUMENTAL,

Will be given in the above place on TUESDAY EVENING. the 21st Instant

Under the Patronage of H. E. MAJOR GENERAL CAMERON, C.B., THE ACTING GOVERNOR.

FOR THE BENEFIT OF CIGNORITY MARCHETT Who will be assisted by a number of well-known AMATEURS.

The Programme will be published on Monday.

PRICES OF ADMISSION: Dress Circle and Stalls, -

Tickets may be had at Messrs. Kelly o Walsh's. Hongkong, July 16, 1885.

To-day's Advertisements.

UNION LINE. FOR YOKOHAMA. The Steamship

Captain Purvis, will be Port on MONDAY, the 20th Instant, at For Freight or Passage, apply to RUSSELL & Co.,

Agents. Hongkong, July 17, 1885. FOR NAGASAKI, YOKOHAMA AND

HIOGO. The Steamship Al H. Loyeley, Comm'der, H. Longley, Commuer, will be despatched for

the above Port on TUESDAY, the 21st Instant, at Noon. For Freight or Passage, apply to ADAMSON, BELL & Co.,

Hongkong, July 17, 1885. STEAM TO BOMBAY VIA STRAITS. The P. & O. S. N. Co.'s

Steamship will leave for the above place on FRIDAY, 24th Instant, at 3 p.m. A. McIVER,

Superintendent.

P. & O. S. N. Co.'s Office. Hongkong, July 17, 1885. 'HIRANO' NATURAL MINERAL WATER.

Bottled at the Springs of Hirano, Province of Setsu, near Osaka, APAN.

TRIGHT Sparkling and Effervescent -Excellent alone or with WINE OR SPIRITS. In Cases of 50 Pints. Analysis may be seen at the Office of the

NORTON & Co.,

Hongkong, July 17, 1885.

Destination.

Stocks.

BANKS.

Chinese Insurance Co., Limited

Hongkong Fire Insurance Co., Ld...

STEAM COMPANIES.

China and Manila S. S. Co., Ld.....

MISCELLANEOUS.

HK. and China Gas Co., Limited.

Hongkong Hotel Company, Lt

New Shares......

3,000 shs, issued

Ohina Sugar Company, Limited.....

Hongkong Ice Company, Limited ... Hongkong Bakery Company, Ld. ... Luzon Sugar Company, Limited

Perak Tin Mining & Sting Co.

Selangore Tin Mining Co. (Shai)..... 2,500 3

H'kong Rope Manufactory Co., Ld. 3,000 \$

Chinese Imperial 1881 8.585 Ti.

1884 B.....

Hongkong and Shanghai Bank Corp. 60,000 \$

North-China Insurance Co., Ld..... 5,000 £

China Fire Insurance Co., Ld. 20,000 \$

HK. C. and M. Steamboat Co., L.1. 8,000 \$

Indo-China S. N. Company, Limited 18,387

H'kong & Whampoa Dock Co., Ld. 10,000 3

1200 Chinese.

Vessels.

DEPARTED. Not Responsible for Debts. Per Sumatra, for Yokohama : from Hong-

kong, Mrs Gelston and son. Neither the Captain, the Agents, nor Owners will be Responsible for Per Feronia, for Yekohama, 1 European, and 5 Chipeso. any Debt contracted by the Officers or TO DEPARTA Crew of the following Vessels, during Por Duburg, for Shanghai, 20 Chinese. their stay in Honghong Harbour :-

Por Wismar, for Shanghai, 1 Chinese. Per Huntingdon, for Saigon, 12 Chinese. ADAM W. Spies, American barque, Capt. . D. Field,—Arnhold, Karborg & Co. ALLIE ROWE, Hawaiian brig, Capt. G. B. SHIPPING REPORTS.

Holland .-- Moo Fock Annie H. Smith, American ship, Capt. R. B. Brown.-P. &O. S. N. Co. Belle of Oregon, Amer. barque, Capt. E. Matthews. - Messageries Maritimes. C. D. BEYANT, American barque, Capt. . H. Colcord.—Eduard Schellhass & Co. COLUMBUS, German ship, Capt. B. Sauermelch.—Borneo Company, Limited. EVIL REED, American barque, Capt. A. B. Whittin.—Russell & Co.

FRANK PENDLETON, American ship, Capt. For STRAITS & CALCUTTA .- . E. P. Nichols.-Order. HAROLDINE, American 4-masted schooner, Captain Tibbetts. -Order. HIGHLAND LIGHT, American ship, Capt.

J. W. Norcross.—Order. KHORASAN, German barque, Capt. T. A. Visser.—Order. PENOBSCOT, American barque, Capt. P. L. Chapman. - Arnhold, Karberg & Co. SHARPSHOOTER, British barque, Captain

SHIPPING.

John Horne.—Gilman & Co.

ARRIVALS.

July 16, 1885 :--Mobile, British steamer, 917, C. Doert, Saigon July 12, General.—P. & O. S. N.

July 17:--Huntingdon, British str., from Whampon. Mirzapore, British steamer, 2,164, R. Harvoy, London May 27, Bombay June 29, and Singapore July 12, Mails and General. -P. & O. S. N. Co.

Velox, German steamer, 636, Kallsen, Singapore July 10, General - Siemssen & Wismar, Germansteamer, from Wham-

Sam D. Carleton, American barque, 842. G. A. Freeman, Newcastle, (N.S. W.), June 3, Coal. -ARNHOLD, KARBERG & Co. Wah Yveng, British steamer, 213, J. C. Witt, Pakhoi July 13, and Hoihow 16,

DEPARTURES. July 16 :--Juniata, American corvette, for Singapore.

General.—Chinese.

July 17:-Feronia, for Yokohama. Primauguet, French corvette, for Formosa.

CLEARED. Chandernagor, for Whampon. Duburg, for Shanghai. Wismur, for Shanghai. Huntingdon, for Sigon

PASSENGERS.

ARRIVED. Per Mobile, from Saigon, 40 Chinese. Per Mirzapore, for Hongkong: from London, Mr and Mrs C. A. Lord, Miss Slater, Miss M. Slater, Mrs Burnie's amah; from Bombay, Messrs S. M. Metta, E. Cowasjee | Day of departure,and native servant; from Penang, Mr Chang Yu, and 144 Chinese; from Singapore, 56 Chinese. For Shanghai: from London, Mrs Forbes's amah, Mrs Lind's 2 amahs, Rev. Cockburn's amah, Mrs Want and maid; from Suez, Mesirs Alfred Bayley, and Brown; from Pourng, Mr Wm. Cowan and native servant. For Yokohama: from London, Mr and Mrs Nachtigal and child, Mrs Line's amah.

Per Velox, from Singapore, Mr A. Riek, for Wladiwostock. Per Wah Yueng, from Pakhoi, &c., 9

Vessels Advertised as Loading.

SHARE LIST.—QUOTATIONS.

\$ 4,400,000

(\$ 400,000

50\$ 909,609.66\$

75 deprec.' fund

10 £ 10 € 8,552.17.10

-206,236,55

Rates of

Interest:

517,500 \$

125 \$ 125 | For equali-

125 3

208

125 \$ 125 \$

100 \$ 100 \$

50

Paid- Position Per LAST Report. Last Dividend Reserve. Balancec. f'ward

167,381

13,274.034 %

First year

Payable.

June 16& Dec. 1

March 15

June 30

Oct. 15

June & Decem

235,33 \$10

442.11 \$10

829,093 %

297,568.07 \$20 for 1883 \$365

191,060.99 \$ 5 for 1883 | 872

35.165.20

London, via Suez Canal.......Glencoe (a)........DukeJardine, Matheson & Co......About July 20.

Shanghai, via Amoy...... Hector (8)......Butt........Butterfield & Swire......

Captain.

MEMOS. FOR TO-MORROW. Shipping.

3 p.m. - Taisang and Arratoon Apcar leave for Straits and Calcutta. 3 p.m.—Khiva leaves for Bombay, &c. Miscellaneous.

Transfer Books of H.K., C. & M. Steamboat Co., Ltd., closed from this date to 31st Instant inclusive.

General Memoranda.

TUESDAY, July 21:-2 p.m.—Auction of Household Furniture. &c., at the residence of Col. Mosby, Douglas Villa West, Caine Road. 9 p.m.—Performance at the City Hall. Per Mount Lebanon, at 1.30 p.m., on Sa-

FRIDAY, July 31:-3 p.m.—Meeting of Shareholders of the H.K., C. & M. Steamboat Co., Ltd., at No. 7, Queen's Road Central.

THE -HONGKONG DISPENSARY Established A.D. 1841. 香港大藥房

Per S. S. Mirrapore, on Saturday, 18th A. S. WATSON & Co.. instant. Registry ceases at 3.45 p.m. Mail closes at 4 p.m. Late FAMILY & DISPENSING CHEMISTS Letters received from 4.10 to 4.30 p.m. with 10 cents Late Fee. Paid WHOLESALE AND RETAIL DRUGGISTS, Correspondence may then be posted IMPORTERS in the moveable box on board the

> DRUGGISTS' SUNDRIES, NURSERY REQUI-SITES. TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT

> > Medicines. MANUFACTURERS

Soda Water, Lemonade, Tonic Water, Per Elsa, at 5 p.m., on Saturday, the Gingerade, Potass Water, Sarsaparilla Water, and other Aerated Waters. Per Fokien, at 8.30 a.m., on Sunday, the The Manufactory is under direct and continuous European Supervision. Hongkong, June 1, 1876.

> SUN AND TIDE TABLE FOR HONGKONG. (From The Hongkong Almanack.)

| | Ніси | VATER. | Su | SUN. | | | |
|-----------------|-------|----------------|--------|-------|--|--|--|
| Day of | Morn. | Aft. | Kises. | Sets. | | | |
| Month. | H. M. | н. м. | н. м. | н. м. | | | |
| 18 | 2.12 | 1.8 | 5.27 | 6.45 | | | |
| 19 | 3.32 | 1.59 | 5.27 | 6.45 | | | |
| $\overline{20}$ | 3.57 | 3.22 | 5.28 | 6.44 | | | |
| 21 | 4.54 | 5.38 | 5.28 | 6.44 | | | |
| $2\hat{2}$ | 5.51 | 7.28 | 5.28 | 6.44 | | | |
| 23 | 6.37 | 8.40 | 5.29 | 6.43 | | | |
| | | 8.40 at Wha | | | | | |

mins, later than at Hongkong; at the Flats: 3 hrs. 30 mins.; at Shameen 3 hrs. 45 mms. New Moon: 12d. Oh. 52m. afternoon.

 \mathbf{BIRTH}_{t} On the 1st June, at Southampton, the Wife of FREDERICK H. WALLACE, of China, with immediately. Day before departure (or Saturday if the de- of a Son.

parture be on Monday),—

5 P.M.—Money Order Office closes. Post Office closes, except the PITMAN, Commander S.S. Namoa, aged 48 sian re-inforcements continue to advance state that not withstanding the treaty pro-NIGHT Box, which is always years

On the 10th May, in latitude 7 deg. 22 sec. N., longitude 77 deg. 54 sec. E., dis- disquieting effect in commercial circles at almost as great a number put on shore as tant from Colombo 118 miles, homeward home. Consols, which were quoted on bought at Hongkong from returning coolies. M.—Registry of Letters ceases. bound, Hild Mary Crurrwell, aged 5
Posting of all printed matter years and 9 months, the cherished and A.M. -- Registry of Latters ceases. tenderly beloved elder child of R. J. and 983. They have now recovered themselves plaint. 11 A.M. Mails closed, except for Late G. E. Abbott, to the inexpressible grief of somewhat again, however, and are quoted her sorrowing parents. On the 4th June, at 34, Milson-road, 11.10 A.M.—Letters may be posted with

West Kensington-park, the Rev. Thomas. 11.30 A.M.—When the Post Office closes McClarchie, M.A., Canon of St. John's entirely.

Cathedral, Hongkong, also of the Cathedral 11.40 A.M.—Late Letters may be posted of the Holy Trinity, Shanghai, and late on board the packet with Late Secretary of the C.M.S. Mission in China, Fee of 10 cents until time of aged 72. On the 3rd June, at Claremont House

South Norwood, SARAH ANN, the beloved and loving Wife of Alfred George Morris, Hongkong, aged 38. On the 11th June, at Woburn-place, Russell-square, Mrs. Saran Pearson, formerly In noting the arrival of Mr A. R. of Yokohama, aged 72.

AST The publication of this issue commenced at 7.10 p.m.

The China Itlail.

HONGKONG, FRIDAY, JULY 17, 1885.

TELEGRAMS. (Via Southern Line).

THE AFGHAN FRONTIER. LONDON, 13th July, 1885.

In consequence of the advance of Russian reinforcements to Sarrakhs, the Boundary Commission proceeded immediately to Herat.

LOCAL AND GENERAL.

PASSED SUEZ CANAL. OUTWARD BOUND :- Graville, May 19 River Indus, May 29; Titania, June 5; Elektra, June 9; Bellerophon, Hector, and Iphigenia, June 16; Amphitrite, June 19; Stentor, Arbib, Bretagne, June 23; Agamemnon, Glenkulas, June 26; Sarpedon, Mytho, Bangkok, July B Harter, Medusa, Pembrokeshire, July 7 Telemachus, July 10; Glaucus, Djen nuh, Glenavon, Glenroy, Natal, Compton, Marcia, July 14. HOMEWARD BOUND :- Benvenue,

fruin, June 30; Laertes, Pathan, July 7; Afghan, Benlarig, July 14. The next French Mail, per the M. M. Co.'s steamer Melbourne, left Saigon for

this port on Thursday, the 16th inst.,

at 3 a.m., and may be expected here on or about Sunday, the 19th instant. The following FRENCH MAIL, per the M. M. Co.'s steamer Iraouaddy, left Singapore for Saigon and this port on Friday, the 17th just., and may be expected hera on or about Friday, the 24th inst.

The O. S. S. Co.'s steamer Hector left Singapore for this port on the 14th instant

The China Shippers Mutual Steam Navi gation Co.'s steamer Ching-chow left Singapore for this port on the 14th instant, and is expected here on or about the 19th instant.

The S. S. Glencara left Singapore for this port on the 13th inst.

DOCK MOVEMENTS:-THE Devoushire went to Aberdoen Dock to-day.

Snowden, to be paymaster to the Cleopatra. We note that the death is announced of the | the service rendered by the two unemployed

Rev. Thomas McClatchie, late of Shanghai, who is well known in China as an experienced missionary and Chinese scholar.

French and Australian mails, left Singapore 3 o'clock.

Ir will be noticed that Signorita Marchetti has received the patronage of H. E. Major-General Cameron for her Grand Concert on Tuesday evening.

Ar a leves held by the Prince of Wales on the 9th June, Lieut.-General Sargent, C.B. was presented on the occasion of return from the military command in China and the Straits Settlements.

THE almost universal opinion of the English and Continental press, upon receiving the news of Gladstone's defeat, was that the Liberals would continue in office, and that the Conservatives would not go in.

WE note from a telegram published in one of our Indian contemporaries, and dated Paris, the 26th June, that M. Harmand, ral of Tonquin, has been appointed Consul General for France in Calcutta.

Ir will be seen from our report in another column that Captain Corfield, master of the friends. Welcombe, and his officers, have been acquitted of all blame in connection with the | WE leave our readers to solve the problem 736 stranding of the steamer at the Pescadores on the 1st May.

Ir may be noted as somewhat curious that the Straits Times publishes a Reuter's telegram from Hongkong on the 7th July announcing-that the Annauite garrison of Hué attacked the French troops under M. de Courcy at Thuan-an but were repulsed; and that on the same day, Renter's Agent issued a telegram here to nearly the same effect from Singapore. How came it about?

COMMENTING on Admiral Crown's action in Yokohama Harbour, in running out his guns while the Agamemnon was entering Barrier: 3 hrs. 15 mins.; at the Salt | the port, the St. James's Gazette says :-Meanwhile we have reason to believe that a cocked hat of honour is being prepared for the Russian Admiral; and at the Foreign Office they are of opinion that another 'illustrious person' will be communicated

Suddenly, at Sharp Peak, George Doo The news received on the 13th, that Rus- June says :- Advices from San Francisco on Sarrakhs, seems to have had a somewhat | hibiting the Chinese from landing, there is to-day at 99k, although to-day's telegram looks quite as disquieting as the last.

> THE TUNG WALL HOSPITAL. Amt. previously acknowledged \$42,124.84 The Chinese Congregation, Yokohama (2nd contribution)

> > 843,124.84

Columboun at Rangoon, the Gazette of the 29th June says :- 'Mr A. R. Colquhoun is on his way home from China, but takes Simla en route, where he is to see the Vicerov anent the Burmo-Siam Railway. China proper in all matters affecting British Messrs H. H. Loxley, C. S. Moore, and interests will, we trust, bear good fruit in Chan U Tai. showing the powers that he how not only to conserve British influence in the East but Machinery, H. M. Naval Yard, occupied a to promote British commerce and in what direction.

WE are glad to hear that the detachments from the 'Buffs' and the Lancashire Battery of Royal Artillery, which have been for the last week or two quartered over 10.30. Before getting alongside the at Kowloon, under canvas, were trans- lighter he found it necessary to go asferred during yesterday afternoon and this morning to Starley, where part of when he telegraphed and the launch the men have been quartered in the ran into the Praya wall and then went Military Bungalow there, the rest going into camp under canvas. The Police who opposite the City Hall the engines would were recently quartered in the military not work, and he gave orders to the crew to bungalow there, removed into the newly- got the launch to the Praya wall opposite repaired Police Station at Stanley yester- the City Hall some foreigners came on day morning. It is to be hoped that Stan- board. He knew the two deceased; one ley will prove to be more conducive to the other was Kwok Akam, the second engihealth of the men than the camp on the neer. The steam began to escape immeranges at Kowloon has done.

Straits Times regarding Sir Michael Hicks-Beach's latest proposal anent the Budget is longer and much more comprehensible than the one received here. To enable our readers to form a more correct view of the proposal, we publish both versions. The Straits Times yersion runs :- Sir Michael Hicks-Beach brought forward the Budget while they were backing from opposite Ruslast night. He proposes that the suspen. sell & Co.'s to the City Hall the steam was sion of the Sinking Fund be extended to the New Sinking Fund, and that four millions of Treasury bills be issued. The one sirculated here reads :- The Chancellor of the Exchequer, proposes to issue four mil- tughoat have had too much way on her lions sterling Treasury Bil s. with the resorvation that suspension be extended to the fact that after striking the Praya wall new Sinking Fund.

WE note the appointment of Henry G. IT ought to be noted that Messra Butterfield and Swire have shown a desire to obtain correct information regarding the nature of firemen, Carlson and Flagherty, after the recent explosion. Although the courageous conduct of these two men did not actually save the Tug, as another explosion does THE M. M. Co.'s steamer Iraquaddy, with not seem to have been imminent, still Carlson and Flagherty did not know the real for Saigon and this port this afternoon, at state of the case when they went on board. The bravery and presence of mind which they showed were therefore deserving of all the praise they have received. It will be noted that, in response to the request of Messra Butterfield & Swire, the Coroner has communicated with that firm touching

the real facts of the case.

We much regret to have to announce the death of Captain George Doo Pitman, the commander of the Douglas Steamship Co.'s steamer Namoa, which occurred suddenly last evening at Sharp Peak, Foochew. No particulars of the cause of death have yet been received. Captain Pitman, who was 48 years of age at the time of his death, was, we believe, after Captain S. Ashton, now away home, the senior officer in the Douglas Line of Steamers and was one of the most popular and highly esteemed commanders in the service. His sterling qualities and his genial nature had renwho was for some time Commissaire Gene dered him a general favourite amongst the many friends and acquaintances which he had made during his long residence on the coast and at Hongkong, and his death will be deeply regretted by a large circle of

> as to which of the three telegrams, all supplied by Reuter, contains the correct version of the statement made by the Morning Post :-

> Here in Hongkong we were informed: The Morning Post publishes a paragraph stating that a close understanding exists between Austria, Germany and Italy on the subject of the foreign policy of the British Government.

In Shanghai, they were told :- The Morning Post publishes a paragraph stating that the close union of Austria, Germany, and Italy, is the basis of the foreign policy of the Government'

And the Rangom Gazette publishes the following: - London, 26th June. - Morning.—The Morning Post publishes a paragraph stating that the basis of the foreign policy of Lord Salisbury's government will be a close union with Austria, Germany and Italy.

THE London and China Express of the 12th

Passengers booked for the Far East :-Per P. & O. steamer Siam, from London, June 17.—To Horgkong: Major Riddell, Rev. Mr Heaslop.

Per Sutlej, from London, July 1.—To Hongkong: Mr and Mrs A. K. Travers. Per Verona, from London, July 8.-To Singapore : Lieut E. B. Blennerhauset. Per M. M. steamer Iraouaddy, from Marseilles, June 21.-To Shanghai, Mr

THE FATAL EXPLOSION ON THE

TUG-BOAT TUG. The adjourned inquest upon the bodies of Chung Asu, and Kwok Akam, the two engineers who died from injuries received Should war break out in Afghanistan it is in the explosion which occurred on board not unlikely that he may be called upon to Messrs Butterfield & Swire's tow-boat Tug act the Special for the Times on the theatre on the 14th inst., was held this morning at of war. Mr Colquboun's researches and the Magistracy before the Coroner, Mr observations in Siam, Cochin-China and H. E. Wodehouse, and the jury, comprising

Mr J. H. Forguson, R.N., Inspector of seat beside the Coroner.

Ip Akun, the Captain of the Tug, exam-

med said !- On the 14th inst., at 10 a.m., he started in the Tug from Quarry Bay for Victoria. He was coming alongside the lighter just opposite Russell & Co.'s at tern a little. He had been going ahead slow. The engines failed to go astern astern as far as the City Hall. Witness was steering at the time. When they got was Chung Asu, the chief engineer, and the diately after the first collision against the Prays, and continued until shortly after they came to the City Hall. At the time of the THE version of the telegram supplied to the collision there were seven of them in all on board the tugbest. The two engineers were below in the engine-room, and the fireman and three deck hands, with witness, were on deck. When they got near the City Hall they drifted close to a lighter and the secondengmeer and the fireman jumped on to the lighter. The rest of them remained on board. The collision against the Praya wall was not a violent one. Immediately after the steam tegan to escape. All the escaping. He had given the order to go astern when nearing the lighter, but instead the engines went on ahead. Mr Ferguson said that it appeared to him that the order to go astern must have

been given by the witness too late, and the That the order was obeyed by the engineer, and the engines reversed, was proved by the boat went estern to the City Hall,

Praya stern on. A large quantity of coming through the casing, and he should steam was issuing from the engine room. | consider a European constructor would pay When the boat came up against the Praya, | particular attention to the allowance of all the Chinese crew from on board sprang might easily be made by a foreign manu- ings himself, and found no bottom with 13 York can pay them in silver dollars. So witness and his friend jumped aboard, and space for vibration. The mistake, however, ashore. Witness waited till the steam had | facturer. cooled down a little in the stoke hole, and then went down and opened the fire last witness' evidence, and had no remarks doors, and then the tube doors, and to make upon it. He quite sgreed with afterwards drew the fires. He had to go his remarks as to the valve box being too up on dock two or three times for a close to the easing. He did not, however, little air as it was very hot below. His think it was a point of which special note friend assisted him-to draw the fires. then went on deck, and helped the Chinese to get the best in tow of Messra | tion from the Coroner, that what the two Jardine's steam-launch. The tug-boat was European firemen did was undoubtedly kept close up against the analy by the calculated to save the boiler. The boiler movement of the propeller. When he first | was, in point of fact, not in danger, but it wont down below he saw the chief engineer | was impossible for them to know at the lying down dead on the platform, his feet time how much water it contained. towards the boiler. The stoke-hole was full | there been only a little, there would have | of competency as extra master is No. 04373 of steam, and it was as much as witness | been great daniger of its explosion. could possibly stand; he had to come up two or three times. Witness was slightly communicated with by Messrs Butterfield burnt about the feet by the cinders while & Swire with regard to the conduct of the drawing the fires. He tried the steam-guage | men, and he should bring their conduct to | ship struck on a rock near Fisher Island, of the boiler, there was some steam came | the notice of the firm. out of the pipe but no water, and the boi- The jury returned a verdict of accidental lers were shaking awailly. He could not death. see the state of the boiler for steam, and so could not say what water there was inside. The Chinese gave himno assistance. The deck hands, who had some back on board, assisted in making the heat fast. His friend Carlson was assisting witness all the time. He burnt his hand a little with the rake drawing the fire. Witness had been employed as a fireman at

fires, &c. The steam had then died away a | Co.'s steamer India. good deal. He had looked at the guage | The President opened the proceedings by and tried the cock and found no water in the boiler, which was red hot at the bottom. Marine Court, and H.E. the Governor's on a charge of being concerned with an-It took them five or six minutes to draw the fires, they had to come up once or twice | Court. as it was too hot in the stoke-hole. Two or three minutes after they went on board a European clerk came on board and was there when they drew the tires. Dr Marques deposed that he had seen

the bodies of the two deceased. They had received severe scalds all over the body, and death was the result of these injuries. One of the men had been admitted to Hospital on the morning of the 14th and died during the same day. The other man was not brought to the Hospital but was

Inspector Cradock deposed that on Tuesday last about 11 a.m. the second deceased man was brought up to the Central Station making an examination of the tug boat.

at Quarry Bay, and made a casual inspecsince he had seen her the previous day. There were no repairs going on on board at had parted in the neck from the flange, and was belted to the caing of the steam dome.

as the boat did not carry passengers.

a pressure of 80 lbs to the square inch. Its junction with the boiler consisted of a slight five & in. bolts. This neck was the weakest 80 lbs, to the square inch and to stand ordi- kept a watchman on night and day soundnary wear and tearunder steam. The valve ing parts of the ship until the ship came to in the absence of a contract, seamen may box passed through a light stoke-hole Hongkong. He remained at Makung until be paid in American silver dollars. It would casing on the upper deck, allowing the May 20th, when the whole of the cargo had appear, however, from the language of the valve box to pass through, but unfortunstely not leaving room between it and the box to allow for vibration or ex- of the Welcombe, and reported a numpansion. It was made to fit too closely. When the vessel struck the Prays, this casing would be partially rigid, the water in the boiler thrown forward with considerable force, causing the boiler also to have a forward strain, the whole resistance to which would be brought to bear against the valve box at its point of contact with the casing and would break it. There should have peen space between the valve box and the casing on the upper deck. At a low rate of speed he did not hink the valve box would have been broken. The Tug was a powerful boat of about 100 indicated H.P., built

scaman at present unemployed, and lived dered her a well-constructed boat. He mediately slipped off into 15 fathoms.

Mr Wagner, recalled, said he had heard He would be taken.

Mr Ferguson said, in reply to a ques-Mr Wodehouse said that he had been

Marine Court of Enquiry.

THE STRANDING OF THE 8.8: "WELCOMBE." A Marine Court of Enquiry was hold : the Harbour Master's Office to day, for the purpose of investigating the circumstances attending the stranding of the British stea-Newcastle-on-Tyne. His object in drawing mer Welcombe, Captain William Reginald preservation of the ship. the fires was to save the boiler, which was Corfield, on the 1st May, near Makung, in shaking violently and appeared likely to the Pescadores Islands, in the China Sea. bers of the Court.] blow up. He could not see where the The Court was composed as follows :steam was coming from. The fires were Captain Richard Murray Rumsey, R.N., Acting Harbour Master (President); Lieut. Robert Carlson, fireman, unemployed, A. E. McMurdo, H.B.M. Victor Emcontel; living at Lemon's boarding house, said he Captain Thomas Davies, master of the went on board the tog-boat with the last British ateamer Taisang; and Captain witness and assisted him in drawing the Charles M. H. Day, master of B.I.S.N.

reading Captain Corfield's request for a warrant authorising the holding of the other, not in custody, in stealing Rupers | equivalent. I do not think it undertook to

Captain Corfield said he was master of the British steamer Welcombe, and held an and lasted till 10.45, when the case was extra-master's certificate, No. 04373. He adjourned till 2.30 p.m., when the releft Saigon on the 25th April, under charter examination of the complainant was conto the French Government, drawing 22 feet | tinued, Mr Wotton having intimated to his forward and 22 feet 2 inches aft, with a Worship that he should have to crosscrew of 35 all told, and with his wife and examine the complainant on the evidence two children and two lady passengers and his given in the re-examination. The evidence servant. He was bound for Making. He of the complainant was still proceeding, passed Cape St. James at 3.45 the same day, | principally upon the subject of bills drawn and was stopped at 4 o'clock by a gun from by his firm, when our reporter left at 4.30 an M. M. steamer, which sent off a boat with | p.m. this afternoon. The case was further taken to the Mortusry, being dead when despatches for Admiral Courbet. Nothing adjourned. of importance occurred until April the 30th, when a strong gale, with heavy head sea, sprang up from the N.E. They were then in 27° 7' N. latitude, and 117° 55' E.; thence severely scalded. Upon hearing the report to port they had strong gale and high of the constable who brought up the injured sea. On May 1st, at 1.30 p.m., he sightman, witness proceeded to the Praya, just ed Junk Island a little on the starboard opposite the City Hall, where he found the bow. At 4 p.m. Junk Island was abeam, tugboat Tug at anchor a little off the Praya. distant about one mile and a half. During She was then towed alongside one of Mesers | the whole afternoon they had very strong | by American shipowners and masters. By Butterfield & Swire's lighters by the launch rips of tide. At 5 pm. High Island was Rico. Witness then went on board the abeam, distant 31 miles. At 6.30 p.m., he Tug and removed the body of Chung Asu, saw Fisher Islands light, bearing N. N. E.,

the chief engineer, which was lying in the the weather being hazy over the high land, extracting from the State Department an engine-room. He then reported the affair but cleared as they drew in. He steered admission that an important regulation, reto Mr Matchitt, of Messrs Butterfield & for the lights, N.N.E. At 7 p.m. the se-Swire, and gave orders that the boat was not | cond officer and a man were sent to the | quiring that seamen on American ships | to be meddled with antil it had been in- lead. At 7.15 p.m. he told the chief officer should be paid their wages, under the laws of spected by the Government Marine Sur- to ring stand by to the engines, and this was veyor, and he also saw Mr Wagner about done. Immediate y after he telegraphed half the United States, in gold or its equivalent, making an examination of the tug boat. speed shead, and then slow. At 7.20 p.m. is illegal, and that the law empowering this Mr A. Wagner, Acting Government Fisher Islands light bore N., Tachi Point regulation was repealed in 1878. Consul Marine Surveyor, was next examined. His N.E. Easterly, Cape Siau N.E. by E. ½ E., egulation was repeated in 10,0. Some state of the control of the surveyor, was next examined. His N.E. Easterly, Cape Siau N.E. by E. ½ E., Mosby has by this means accomplished a evidence was very indistinctly heard, but and Makung Lights, on the fort, E. N. E. was understood to be to the effect that at Easterly, all by compass bearings. Just at necessary and beneficial reform, for which about 2.30 p.m. on the 14th inst., he went that time the rips had set her head a little he will no doubt earn the thanks of those on board the tug-bost Tug, which was then off, say N. E. by E. He then altered the course to E & N., while he went into the affected As the following correspondence, tion of the boat. He went into the stoke- curt room to verify his position. He re- reprinted from the New York Maritime hole and found that steam and water turned to the Bridge at once, and sent had been in the engine-room and that the chief officer then to clear away the fires had been partially drawn. He ex- the anchor. His reason for going slow statement of the nature of the reform, and amined the gauge glass and found about then was because there was such a heavy two inches of water. This was all he did at head sea outside at the time, and he this time. The next morning he went on wanted to give the chief officer time board again; the Tuy was then in the har- to clear away the anchor. By chart he bour. He then made a careful examination had a perfectly clear channel. At 7.25 the of her. Nothing had been done on board ship touched bottom. The lead had been going all the time, every minute, and just at the same moment that the ship touched that time. He found that the safety valve the second officer called out 13 fathoms, no bottom. Thinking the second officer had the valve chest was fractured. The cast been making a mistake, he went down to iron chest was fitted with two valves and the lower bridge, and stood over the man who was heaving the lead and saw the cast The fracture had occurred in the neck, made himself, and still the lead showed 15

which was constructed of metal of excel- fathoms, no bottom. The ship had then lent quality, and of from , in the thin- stuck, and he ordered the engines to be nest to 18 inches in the thickest part, stopped. He also sent the chief officer and The hole in the stoke-hole casing was carpenter to sound the wells, and they rea close fit for the valve, and on the star- turned soon and reported the tanks were board side the latter was in connection filling, but that the holds were perfectly with the casing. There had been a great tight. He went on the bridge again, and strain upon the chest, and he was of opinion seeing her head awinging round to S.E., that the fracture of the chest was occasion- he put the engines full speedahead, with the ed by the great strain. There were no view of forcing her off the rock. The ship No. 249. signs of overheating in the boiler and the seemed to have struck the rock amidships, safety valves were in working order. The and shear aped along the rock. After this her Tug was constructed in 1884 by Kwang head swung round to E.N.E., and he put Rip Loong, Mr Brewer and himself had the engines full speed astern. In a little superintended the construction of the en- while she came off, and in going astern she gines, in their private capacity, with the got a heavy bump on another pinnacle of sanction of the Government. There was the rock. He then went slow ahead, S.E., no official inspection of the engines required and steamed for the lights of Makung, mak- | wages. ing the outer harbour without further ac-Mr Ferguson, examined, stated that cident, and anchoring alongside the guard- mend the repeal of Section 4548 of the Revesterday, at 4 p.m., he had carefully ship D'Estuign. He then went on board vised Statutes, which required 'That inspected the Tuj. He was of opinion the flagship, and reported the accident, moneys paid under the laws of the United that the collision against the Praya Admiral Courbet said the Triomphante had States by direction of consular officers or was the cause of the accident. The struck on the same rock a short time be agents, at any foreign port or place, as machinery and steering goar were in good fore, and seriously damaged herself, and wages, extra or otherwise, due American order except so far as the damage done by that the rock was not marked on the chart. | seafnen, shall be paid in gold or its equivathe accident was concerned. The collision Next morning Admiral Courbet sent men lent, without any deduction whatever, any carried away the safety-valve box at its on board to discharge the cargo, and a few contract to the contrary notwithstanding. junction with the boiler. The box con- days afterwards he had the rock surveyed sisted of a chamber of cast-iron with safety by the captured Chinese cruiser Feihoo, and | you refer in your No. 347, after authorizvalves, and was constructed to safely meet gave witness the sketch, and the certificate. Ing the coinage of silver dollars, provides handed in. He was mavigating his ship that they shall be a legal tender at their by a chart supplied to him at Saigon | nominal value for all debts and dues, public piping, or neak, connected with the boiler by the French Naval Authorities, dated and private, except where otherwise exby a flange 9 in, in diameter, and secured by 1884, and with corrections up to 1870. pressly stipulated in the contract, * * * mutual agreement of master and crew. Since the Welcombe had come back, All Acts and parts of Acts inconsistent part of the casting still it was of sufficient snother French man-of-war had struck strength and thickness to resist a pressure of on the same rock. After the accident he repealed.

safety valve to be got at from there. been discharged, and within half an hour Act that the contract would form the basis This casing had been out to allow the of that, he started for Hongkong for re- of the settlement, whatsoever its torms pairs. A few days after the accident, might be. Admiral Courbet's divers surveyed the hull ber of holes in her bottom. One of the holes measured 5 feet by 7 feet 6 inches. During the intervals of discharging the No. 378 cargo, the orew were engaged shoreing down the tanks. Her double bottom filled with water within 20 minutes of the accident. He arrived at Hongkong on the Slat Mav. and had to wait until the 7th June before he could get his ship docked. His ship of the Department dispatch No. 249, in had remained there ever since, and he ex- reference to the currency in which seamen's pected to get her finished by the end of wages are payable. The Department dethe month. All round these islands there cides that Section 4548, Revised Statutes,

Frank Dyer, the second officer, gave evi- known as "the silver bill." According to dence regarding the soundings taken just the Regulations a master must pay off his before the ship struck. He took the sound | crew in gold in Hongkong, but in New hard rock while the ship was ashore at a lagainst my own declared convictions of quarter less five, and immediately after, as right that I have required payment of wages the ship was coming off, he found no bot to seamen in United States gold or its tom at 15 fathoms. During the time the equivalent. But, again-the statute (Sec. ship was steady on the rock he had no on tion 4548. Revised Statutes); requiring the portunity of getting an up and down cast, payment of seamen's wages in United States ns the lead was jammed. The Court was then cleared, and, on its

road the following Finding:-We find that the British steamer Welcombe, official number 89,524. William Reginald Corfield, master, whose certificate

sailed from Saigon on the 25th April, 1885 bound for the Pesculores. 'That nothing of importance occurred until the evening of the 1st May, when the

Pescadores.

We are of opinion that the ship was being navigated with all due care by the We find that the rock on which the W combe struck is not marked on the charts, It is true, that in my No. 356 I did

Vol. III (1884). 'We are of opinion that no blame attaches to the Captain or any of the officers, and further that all necessary precantions were taken after the accident for the

[The finding was signed by all the mem The Court was then dissolved.

Police Intelligence. (Before H. E. Woddhouse, Esq.) Friday, July 17.

MR BOX'S CASE.

Frank Frost was again before the court 25,000, the property of Mr T. Box. The case came on at 9.30 this morning | ments for wages in such dollars in foreign

AMERICAN SEAMEN'S WAGES. Among the many reforms brought about by Consul Mosby in connection with American shipping, probably his last direct act in the matter will be longest remembered dint of strong and persevering representations to his Government he has succeeded in Register, contains a clear and complete. its effect, further comment is uncalled for:—

1) Since the repeal of the Act of March 8, 1873, by the Act of February 28, 1878,

Cory. DEPARTMENT OF STATE. Washington, Feb. 14, 1885. John S. Mosby, Esq., Consul of the United

States, Hong Kong. Sin :- I have to acknowledge the receipt of your despatches numbered 347, 353 and 357, all relating to the payment of seamen's

In your despatch No. 356, you recom-The Act of February 28, 1878, to which with the provisions of this Act are hereby

This clearly repeals the former Act, and

I am, Sir, your obedient servant. (Signed) WM. HUNTER. Second Assistant Secretary.

United States Consulate. Honglong, April 14, 1885. Mr Wm. Hunter, Assistant Secretary of

State, Washington, D.O. Sir :- I have to acknowledge the receipt were a large number of small pieces of was repealed by the Act of February 28, basult rocks, rising up like mooring posts. 1878, which coincides with my own opinion As he was backing off the rocks, the lead as expressed in a communication to the

Martin Flagherty deposed that he was a exception of the one oversight, he consi- found bottom at 47 fathoms, and then im First Comptroller dated June 19, 1882, in explained to the crew before they sign in he thought the mafety, punctuality and exanswer to one instructing me to add 12 what currency they are to be paid and that | traordinary regularity of the service was | Francis Kortwright, the chief officer, per cent. when seamon's wages are paid is it should be stated on the articles. This fully recognised. With their experience and as very some some some considered it a vital part of the best possible and on the latting down on He did not consider that the safety valve was gave evidence which fully corroborated the Mexicans to make them equal to United will save compuls the trouble of hearing and resources they were in the best possible and the latting down on He did not consider that the safety valve was statements made by Capt. Corfield. When States gold coin. I said: In my opinion, deciding a great many disputes about wages, condition to compete for the work and to feet clear and the stern 50 feet under water; the saw a steam-tug coming towards the mity to the casing which would not allow he went down to sound he found all the however, this is an illegal exaction, the The meaning of the Shipping Articles give the public assignment of the most Praya full or half-speciastern. The helm for vibration. The tug was of peculiar tanks filled, and the caps of the sound pipes compiler of the Regulations having over-ploud never be left open to be explained effective and faithful services. was hard aport and the beat struck the construction as regards the safety valve of the ballast tanks blown off by the pres looked the fact that this section of the Re- by parol evidence, as it will inevitably lead I have the honor to be, Sir,

gold, 'any contract to the contrary not withstanding,' was enacted March 3, 1873 the Consular Regulations which were issued by the Department and went into effect September 1, 1881, contained paragraph 226 (which is substantially a repetition of Section 4518, Revised Statutes, and has a marginal reference to it), instructing Consuls to collect seamon's wages 'in gold or its equivalent, without any deduction whatever, any contract to the contrary notwith-

standing.

As the Department admits that paragraph 226, Consular Regulations, is based on a law long since repeated, it should now issue a circular to Consuls informing them of the mistake, as thousands of dollars have been illegally exacted from American vessels in conformity with its instructions. nor mentioned in the China Sea Directory | urge the Department to procure a repeal by Congress of the Act of March 3 1873. requiring seamen's wages to be paid in gold or its equivalent; but I did so, not because I was of opinion that it had not already been repealed by the Act of February 24, 1878, but because the Department evidently thought it was still in force by referring to it as the authority for its instructions contained in said paragraph.

II. The Act of March 3, 1873, having been repealed, there is now no scatute in force fixing the currency in which seamen's wages are to be paid, but shipping contracts are left to be construed in accordance with usage general principles of mercantile law. The Act of February 28, 1878 simply made American silver dollars a legal tender in the United States; it did not require sailors' wages to be collected in this coin or its give masters the privilege of making payports, or to prescribe them as a standard of value abroad.

This being so, there can be no uniform standard of the value of the money in which such contracts can be discharged, but | would be contrary to precedent to make the it must be regulated either, (1), by the ox- details of the arrangement public before press stipulations of the shipping articles, the signature took place." or, (2) by the ordinary rules for construing commercial contracts. There is no more a presumption that the wages of the crew of an American vessel are payable in United States currency than that its freight money is: in each case the construction of the contract of shipment depends upon its express torms or customary law just as much as that of the charter-party. Now, according to the law merchant, whon a contract is made in one place, but to be performed in another, the place of payment or fulfilment is the place of contract. 'The contract is,' says Story (Conflict of Laws. Section 307), the payment of a certain sum expressed in currency, or in specie or in kind, at a particular place either expressly or by construction. It is the law of the place of payment, confessedly, which determines what current or me sure was intended. See Parsons on 5; Tudor's Leading Cases. Vol. 1. When, therefore, a crow is shipped in the United

Contracts, Vol 2 p. 583; Story's Conflict of Laws, Section 280; Dows vs. Lippman; Clarke and Finnelly, House of Lords cases, \ States for a foreign voyage and to return, to be discharged in the United States, if the shipping contract is silent as to the kind of money in which the wages are payable, the presumption is that they were intended to be paid in United States currency; if, however, they ship in the United States on a contract to be discharged abroad and the currency is not stipulated, then the contract is solvable in current funds at the port of discharge or fulfilment of the voyage. The shipping articles signed by a crew in San Francisco to be discharged in Hongkong without any express stipulation as to the kind of dollars in which their wages are payable, should be construed there is no law fixing a universal standard | to mean Mexican of Hongkong currency, for the money in which seamen's wages on the contrary, if they ship in Hongkong to be discharged in the United States, then ?) There is perfect freedom of contract the contract should be construed as meanallowed in respect to the currency in ling United States dollars. This rule is which the wages of seamen are to be equally fair for the owner of the vesser and the seamon. If seamen are discharged by When not otherwise expressly stipulated i mutual consent before the expiration of the in the shipping articles, wages are pay- | time for which they have shipped, then they able in the currency of the port where should be paid according to the shipping the voyage is to terminate, in accordance | contract, unless, by mutual agreement, they with the general rule of maritime law as accept something less. If a master who has to the money due under a charter-party. | shipped a crew in the United States to ret) Paragraph 226, Consular Regulations, turn there will only consent to their disbeing based on a law that has long since | charge in Hongkong on condition of their been repealed, is not a rule to govern accepting Mexicans at par, then I see nothing anlawful in discharging them on such terms if they are willing. It scamen become separated from their vessel by inevitable casualty, such as ship wreck, or are compelled to leave on account of 'cruol and un-

usual treatment,' they are entitled to be paid the kind of money or its equivalent in which they may be presumed to have contracted to be paid. The great error has been in making it a conclusive legal presumption t! . American sailors are entitled to be paid in United States gold currency all over the world, when, in fact, there has been no United States law on the subject. In the absence of any controlling statute the contracts of seamen must, therefore, be governed by the general rules of maritime law. In my No. 357 I propounded the inquiry, (1) whether the Pacific Mail S.S. Co. could be allowed to ship crews in Hongkong to go to the United States for wages payable in Mexicans at par; and (2,) whewith wages payable in Mexicans at par. conclusion from the last sentence of Department dispatch is that this can be done by will add that, as American vessels are almost exclusively navigated by foreigners there is no reason of public policy for their payment in United States currency as there would be for men who desired to remit their wages home; neither do I see any apecial reason for it as an encouragement for Americans to go to sea. My practice in future will conform to the opinions herein expressed until I am otherwise instruct. ed. If the Department dissents from my views. I desire to be promptly informed of it. It is a common practice with most of the Shipping Commissioners to stamp on the articles: wages payable in U. B. gold or equivalent.' I suppose this habit was contacted when the law was in force requiring sailors' wages to be paid in U. S. gold or its equivalent. As the law has been repealed, the practice should cease. When

the law was in force, the clause was mere

aurplusage and added nothing to the ob-

ligation or value of the contrast; it should

not now be inserted unless there is an ex-

press agreement that wages are payable in

U. S. currency. I think, however, that it

should be always clearly understood and

Your obedient servant. (Signed) JOHN S. MOSSY.

THE-NEW OPIUM CONVENTION It would appear from the following statement, made at the annual meeting of the Society for the Suppression of the Opium Trade, held at the Mansion House, on the re-opening half an hour later, the President and repealed February 28, 1878; and yet 11th June, that the rate of lekin agreed on between Britain and China in the new Opium Convention, is 80 taels per chest, instead of 60 as announced in the communique on the subject lately published by the London Standard. This places the total tax on every chest of opium imported into China at 110 tuels, 80 tuels for lekin, and 30 tack for Foreign Customs Duty. The Secretary of the Society, the Rev. H. Storra-Turner, stated that since the report of the Society had been in print Mr Cropper had put a question on the notice paper of the House of Commons for the 9th inst., to Lord E. Fitzmaurice, but as the meeting was aware, no questions l were put upon that occasion. Lord E Fitzmaurice had, however, authorised Mr Cropper to make public his reply, which he gave in writing. The question was :-To ask the Under-Secretary for Foreign Affairs whether the information published on May 26, respecting the new arrangement relating to the opium traffic was substantially correct; particularly whether the following statements were true: 'That two principal stipulations contained in it are the abolition of the inland barriers for opium and the adoption of a uniform rate for lekin. The uniform rate of lekin is to be 60 tack per chest, while the existing Customs duty of 30 taels per chest established by the Treaty of Tientsin remains unchanged, whether the Under-Secretary can give the House any information as to the terms of the proposed arrangement, and when the signature of the agreement in which it is embodied may be expected to take place.' To this question the following

> QUARANTINE IN THE SUEZ CANAL In consequence of the serious loss and inconvenience which have been occasioned to ship-owners by the vexatious quarantine restrictions imposed at the Sucz Canal representatives of the principal Eastern Steamship lines have held a meeting to concert measures for the protection of their interests, and it was resolved by them to amend their bills of lading in order that on the imposition of quarantine steamers homeward bound from an infected port should be at liberty to proceed by way of the Cape, and so avoid aslay at Suez. It is found by experience that in the case of large vessels of inoderaconstruction the loss of time by the Cape is almost compensated for by the saving of Carul dues, and that a few days' detention at Suez would remove all advantages nowexisting in favour of that route.— London & China Express.

was the answer of Lord E. Fitzmaurice :-

the information is substantially correct,

except as regards the rate of lekin, which

is fixed at 80 tacls. The agreement cannot

be signed until the final approval of its

terms by the Chinese Government has been

received by the Chinese Minister and it

THE P. & O. COMPANY. of 7 per cent., deducting ordinary depreci- stands adjourned. ation; but taking into account the assistance which they had derived from extra transport they not only made up the 1 per l cent.. but made the account better to the extent of several thousand pounds than it | seriously ill at Chesterfield-house for upwas for the corresponding period of last | wards of two months, is now, under the year. As the accounts, therefore, stood, care of Sir Oscar Clayton, progressing they had a profit at the rate of 8 per cent. per annum, deducting ordinary depreciation | be able to remove to the country. and all other charges, and he trusted that, all things considered, that result would be late Sir Harry Smith Parkes, G.C.M.G., regarded as fairly satisfactory. It was pro- K.C.B., Her Majesty's Ambassador at posed to pay them only the usual interin | Peking, has been proved by Sir Thomas dividend, net only because, as cautious men | Douglas Foreyth, C.B., K.C.S.I., and Hall of business, the directors desired to set Rokeby Price, two of the executors, the aside something more than the ordinary value of the personal estate amounting to rate of depreciation, but also because they over £8,000. The testator bequeaths could not tell what would happen during legacies to relatives and others; and the the remainder of the financial year, residue of his real and personal estate he The company had still some of their vessels | leaves, upon trust, for all his children, in employed in the transport service, and. though the terms of charter warelow, still !the work-brought's me 'grist to the mill.' forwarded to the Lord Mayor £78 15s. ward traffic there had been a disagreement. Gordon. with the result that the company had been bringing home Tea at a price which could is on the point of entering into negotiations | An not be remunerative. He then dealt with with the Korean Government for the Sh the question of quarantine in the Saez Canal acquisition of a harbour in that country, No to ships coming from India, and spoke in furtherance of the extension of German strongly of the annoyance and loss the commerce in the Far East. trade had suffered from this, although there It is amounced from Paris that M. P. never had been infection on any of the Patenôtre will probably be recalled from M ther they could ship their crews in San ships; and he vigorously protested, in the China and appointed to another post in the H. Francisco to be discharged in Hongkong name of the British trade, against this French Diplomatic Service. country permitting the Sanitary Congress sitting at Rome to impose any more diffi- with regard to the Suez Canal neutrality culties upon British shipping in order to scheme aresuspended, pending the issue of serve the purpose of Europe in handicapping | the Ministerial crisis. British commerce. Whatever Government impose additional difficulties on the transit Parkes. of mails and passengers between the East

NEWS BY THE ENGLISH MAIL.

The P. & O. Co.'s steamer Mirrapore, bringing the London mail of the 12th June. week later than that being brought by ho M. M. Co's steamer Melbourne, now on her to this port from Saigon, arrived here this morning. In Indian and Ceylon papers we find the following telegrams:-

June 27.—Baron Henry de Worms has been appointed Secretary of the Board Mr Samuel Morley has declined a

London, June 28.—Earl Donoughmore has been appointed Under-Secretary for

A baronotcy has been conferred on Mr. Errington. andria have been ordered to Cyprus for the | Hong Kong. The borth is at present but summer. The first battalion of the Gordon poorly supplied, there being not a single Highlanders will encamp at Mex.

at Woodstock servative, has been elected member for nia, Atalanta, Massalia, and Hesperia. Launceston by a majority of 43; Mr Ashmed | Besides these there are the Pembrokeshire, Bartlett has been re-elected by a majority [8.8., for China and Japan, via Antwerp and of 137. Elsewhere, except at Woodstock, London; Harler, s.s., Grandin, for Hong

isters have been re-elected. resulted in a victory for Cambridge by Shanghai direct.

large majority, in the room of Mr Mackie, paid-off at Devenport on the 5th inst. by the deceased member. rapidly: that the Ameer is really bent on ed eruiser Oregon, 7,375, 2,000 horse-power, doing his duty in defence of the city. In which forms one of the evolutionary squadreinforcements from Kabul direct through | navy. the Hazara country. The reserve of martini | Latest Mail Advices :- Yokohama. via ammunition given by the Indian Govern- San Francisco, April 28; Shanghai, 25; ment is also being sent on rapidly by this Foochow, 26: Hongkong, 30. No later route. The rifles with usual complement mail advices from the Far East have been of cartridges have already been passed received since our last issue, the French forward. Reports from Cabul state that mail, with the above dates, having been the insurrection against Sirdar Abdullah delivered on the 3rd instant, five days in Khan was got up by Isa Khan and his advance of its due date. The next inward

Ameer Abdul Rahman. Calcutta, 28th June. - Princo Myoung Messageries Maritimes steamer Yangtsé, Yan, who resided in Barrackpore, died in with a week's later advices arrived at Suez Calcutta on Friday last under suspicious the same day, five days early. In consecircumstances whilst on a visit to fellow quence of the interruption of traffic through refugees. The local Government have the Suez Canal both mails have been transordered a past mortem enquiry.

London, 2nd July.—Tenders are invited | which left Alexandria for Brindisi on the for a new 3 per cent. Indian loan of three 10th instant. and half millions sterling. The minimum price of issue is > 5.

Cairo, 2nd July.—It is positively stated here that it has been decided to hold the province of Dongola as far as Akasheh. Cairo, 3rd July.—The statement that it has been decided to hold the province of Dongola is confirmed. A British detachment will remain at Akashoh. Lord Wolseley will return home next week. Bombay, 3rd July .- A Marine Court of Enquiry was held yesterday on the loss of

the Copeland off Compta, on eleventh ultimo. The vessel had left Rangoon on first April for Bombay with a cargo of rice and timber. The Captain said in his evidence, that she was an old barque bought by Mr John Macrory of Rangoon in eigh-At the eighty-ninth half-yearly meeting | teen eighty-two as a condemned ship. She of the P. and O. Company, held at Leaden- was properly equipped except as to stores hall Street, London, on the 9th June, Mr and oil. There was no supply of beef and Thomas Sutherland, M.P., the Charman of oil was so insufficient that they had to do the Board of Directors, in moving the adop- | without side-lights. The charts were mis- | tion of the annual report, said, in compar- orable and the barometer, an old Italian ing the accounts for the first six months of one, did not work satisfactorily. In the last year with the first six months of the rough weather the ship strained heavily and present year, he found that last year the made water all over through what the Capprofit for the time being was at the rate of tain styled 'general debility.' The Chief der cent. per annum, deducting ordinary | Officer said the chances were about even of depreciation. The profit for the first six the vessel either getting across in safety or Sovereigns, ... months of the present year was at the rate finding a watery grave. Further enquiry

> (London & China Express. June 12) Mr. Magniac, M.P., who has been very satisfactorily, and it is hoped will shortly The will (dated December, 1881) of the equal shares.

The British Consul at San Francisco has After | remarking on the lowness of being the amount subscribed among the freights, be proceeded: It might be British and Chinese residents there in aid supposed that the China and Australian of the Mansion House Fund for a national trade would be better, and in the China | memorial to General Gordon. It was trade those engaged in the regular lines gratifying, the Consul said, to observe the outward had the good sense to main- kindly recollection by the Chinese of the Bo tain a fair scale of rates; but in the home. services rendered to China, by General

It is announced from Berlin that Germany | H

The negotiations between the Powers

We understand that Sir Robert Bart has might be in power, he remarked, such declined the post of Minister to Peking. action should not be allowed as would vacant by the death of the late Sir Harry

The Committee of the Stock Exchange and this country. The Chairman then have appointed Friday, the 12th inst., as touched upon the question of the mail con- a special settling day in the paid-up scrip of tracts, and referred to the satisfactory the Chinese Government Seven per Cent. manner in which the company's fleet, at Loan, which is furthermore ordered to be immense cost, had carried out the mail quoted in the official list. Its current services, the punctuality of voyages on quotation is 1071 to 108, or equal to 81 to heit, and to the level of the sea in inches, tenths most varied service being carried out with 10 prem. on the issue price (98). A large dredger having broken its chains.

the regularity of such a service as that from London to Brighton. Prince Bismark was | drifted into the middle of the Suez Canal. organising an Eastern mail service, and on the 10th inst., where it was sunk by a . 3. Humidity, in percentage of saturation, the had flattered this company in the most steamer, the Thomas Melvile, between Port | humidity of air saturated with moisture being sincere manner by imitating the contracts | Said and Ismailia. The Canal will in all 100. of the P and Q. Company. The question probability be blocked for twelve days to of the renewal of the mail contract would, come. Owing to this interrup ion, the P. he said, shortly come before the pro- and O. Company's steamer Peshawur. prictors. That was, as they all knew, a homeward bound from Calcutta with the critical moment in their history, but he passengers ex P. and O. steamer Venetia hoped they would face the crisis success. from Shanghai, May 2, is detained in the taches cloubs, d drizzling rais, for a gloomy. fully, as they had done before. At the Canal. The Messageries Maritimes steamer I hair, t lightning, o werest, p passing showers. time when the present contract expired the Yangtse from Shanghai, May 9, which ar. 2 squalty, r rain, a snow, t thurder, v visibility. P. and O. Company would have carried rived at Sus on the 9th inst, five days ear. the mails for apwards of half acentury, and ly, is also detained,

The Liverpool Salvage Association Agent reports, with reference to the steamer Tencer, which was wrecked off the coast of Ushant on the 30th ult., that the bow is 50 bottom crushed up fore and aft, and the rocks reach her main dock from engine-room aft; first strong breeze she must break up;

tide runs strong. The P. & O. steamer Thames, from Australia, which put back to Colombo on the 20th ult, with high pressure piston broken, has had a new one fitted, and left

on the 8th inst. for Sucz direct. Hamburg advices of 9th June state:-From Kiel it is reported that the Chen Yuen, Chinese ironclad, has been taken into the Government dry dock for cleaning. purposes, and the Ting Yuen is to follow on Monday next. The Chinese Minister is expected at Kiel to institute an inspection

of the vessels. Trade on the river has been inactive, and the general dulness in business, which seems to be prevailing all over the world, makes itself perceptible in the shipping trade of Hamburg. Our communication with the Far East has been on a very limited scale, comprising but a single arrival. viz., the Borghese, s.s., Smith, from Bassein with rice, &c., the departures being the Wesimeath, s.s., Stonehouse, for China and London, June 29.—The Guards at Alex- Japan, and the Johanne, Bannau, for sailing vessel loading for China The Pon-London, June 30.-Mr Corrie Grant, a cho, Reitmann, German iron barque, has Radical, opposes Lord Randolph Churchill been advertised for Manila. Of the steamers loading six are of the Kingsin London, July 1 .- Mr Webster, Con- Line namely, the Lydia, Bellona, Polyhymwhere the election is not finished, the Min- Kong and Shanghai direct; Kildare, s.s., Johnson; and Victoria, s.s., Shield, both The Oxfordand Cambridge cricket match for Penning, Singapore, Hong Kong and

The Faxhound, composite gunboat, Lieut. London, July 3.—Mr Green, Conserva- Commander John M. McQuhae, which artive, has been elected for Wakefield by a rived from China on the 15th ult., was Captain Cuming of the Royal Adelaide.

Lahore. 27th June.—Latest reports from It is stated that the Government con-Herat say that fortifications are proceeding | template the purchase of the hired armouraddition to the arrival of Kandahar troops from. The Oregon steams at: 18 knots, and nows has been received of the advance of would be a most valuable addition to the

Russian allies: that Isa Khan's son has gone | mail, per P. & O. steamer Venctia, from to Khannabad and seized treasure valued Shanghai 2nd, Hongkong 7th May, reachat one million sterling belonging to the ed Suez on the 9th instant, its due date, per P. & O. steamer Peshawur. Tho ferred to the P. & O. stramor Lombardy,

Quotations. Honorono, July 17. OPIUM-New Patna, cash, ... 570 ,, cash,... --Old New Benares, cash, ... 540 cash.... 535 New Malwa, cash,..... 500/10 Allowance, Taels 08/24 Old Malwa, cash,.... 530/40 Allowance, Tasis 40/64 Persian, Oily cash... 500 Allowance, Taels 40/48 Persian, Turkey tied, 600 Allowance, Taels 32/48 Exchange. 4 months sight, ... Documentary 4 months sight, India, Wire, ... domand. Shanghai, demand,... 30 days' sight, private 738 Gold Leaf 90 fine \$28.20

Temperature. (Taken at Mesers Falcoher & Co.'s Premises, Queen's Road.) Hongkong, July 17. BAROMETER— 9 A.M.... 1 P.M.... 4 P.Mini [неилометев—9 **д.и...**. 1 P.M.... Do. 4 P.M (Wet bulb) 9 A.M:

CHINA COAST METEOROLOGICAL REGISTER.

Maximum ...

Do. Minimum over night 81

1 P.M.

| Station. | Barometeried to sea level and 32 o Fbt. | Temperature. | Ermidity. | Direction. | Force. | Westher, | Bain during prerious 24 hr. |
|--|--|----------------------------------|----------------------|---------------|---------|----------|--------------------------------|
| olinao anila aiphong, ongkong nioy hanghai . ayasaki . T'ostock | 29.75 29.82 29.68 29.67 29.62 29.82 | 88.0 88.0 86.0 86.0 | 73 57 70 80 | B WNW S | 5112321 | cobeb | |
| olinao apila aiphong. ongkong moy hanghai agasaki L'ostock | 29.72 29.68 29.62 20.67 20.82 | 81.0 85.0 82.0 82.0 | 77 83 -8 | SW SE | 0 | | |

ture is high, the humidity rather low, and the weather is fine along the coast. W. DOBERGE. Government Astronomer.

Hongkong Observatory, July 17. 1. Bleometer, reduced to 32 degrees Fahren.

2. Temperature, in the shade in degrees Pahrenheit.

4. Direction or Wind to two points. 5. FORCE OF WIND, according to Beanfort

6. State of Whaters. & blue sky. o de.

w dem (=ci). 7. Ram, in inches techs and bundredibs. Vessel's Name.

Steamers

Hongkong, July 10, 1885. LANCASHIRE INSURANCE COMPANY. (FIRE AND LIFE.) CAPITAL,-Two MILLIONS STERLING.

THE Undersigned are prepared to grant POLICIES against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions. Proposals for Life Assurances will be received, and transmitted to the Directors

If required, protection will be granted on first class Lives up to £1000 on a Single For Rates of Premiums, forms of pro-

for their decision.

posals or any other information, apply to ARNHOLD, KARBERG & Co., Agents, Hongkong & Canton. Hongkong, January 4, 1867.

Intimations. SUMMER TIME TABLE: THE KOWLOON FERRY.

STEAM-LAUNCH

MORNING STAR

Runs Daily as a FERRY Boat between Peddar's Wharf and Tsim-Tsa-Tsui at the following hours:-SUNDAYS. Leaves K'loon, Leaves H.R. Leaves K'loon, Leaves H.K. 6.00 A.M. 7.00 A.M. 6.00 A.M. 7.00 A.M. 12.30 р.м. 1.00 р.м. 5.10

* There will be no Launch on Monday and Friday, on account of coaling. The above Time Table will be strictly adhered to except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages. WASHING BOOKS.

7.15 "

(In English and Chinese.) XYASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can-now be had at this Office. - Price, 21 each. CHINA MAIL Office.

FREDERIC ALGAR, COLONIAL, NEWSPAPER & COMMIS-

SION AGENT, 11, Clement's Lane, Lombard Street,

THE Colonial Press supplied with Newspapers, Books, Types, Ink, Presses, Papers, Correspondents, Letters; and any European Goods on London terms.

NOTICE TO SHIPPERS. Colonial Newspapers received at the office are regularly filed for the inspection of Advertisers and the Public.

SAILOR'S HOME. NY Cast-off CLOTHING, BOOKS, or A PAPER will be thankfully received at the Sailor's Home, West Point. Hongkong, July 25, 1878.

Hongkong Rates of Postage. In the following Statements and Tables the Rates are given in cents, and are, for Letters per half ounce, for Books and

Patterns, per tico ounces. Newspapers over four ounces in weight are charged as double, troble, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as 14 one, nor must anything whatever be inserted except bonk fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or

Commercial Papers signify such papers as, though Written by Hand, do not bear the character of an actual or personal correspondence, such as invoices, doeds, copied music, &c. The charge on them is the same as for books, but, whatever the weight of a packet containing any partially written paper, it will not be charged less than 5

The sender of any Registered Article may accompany it with a Return Receipt on paying an extra fee of 5 cents. The limit of weight for Books and Comately the loss was discovered, the envelope mercial Papers to Foreign Post Offices is being invariably forwarded with such appli-4 lbs. Patterns for such offices are limited to 8 ounces, and must not exceed these dimensions: 8 inches by 4 inches by 2

Countries of the Postal Union. The Union may be taken to comprise Europe, all foreign possessions in Japan, W. Africa, Egypt, Mauritius, al N. America, Mexico, Salvador, Brazil, Porn, Chili, Venezuela, The Argentine Republic, Jamaica, Trinidad, Guiana,

Honduras, Bermuda, Labuan, Hawaii, with all Danish, French, Netherlands, Fortuguese and Spanish Colonies. Countries Nor in the Union .- The chief countries not in the Union are the Aus-

tralasian Group, and S. Africa. Postage to Union Countries. General Rates, by any route :-10 cents per \frac{1}{2} oz. 3 cents each. Post Cards, 10 cents. Registration, 2 cents each. Newspapers, Books, Patterns and } 2 cents per 2 oz.

Comm. Papers.

spendence within the Postal Union. Postage to Non-Union Countries. Australia, New Zealand, Tasmania, and Fiji, via Torres Straits, Letters, 10 : Registration, 10; Newspapers, 2; Books and Patterns, 2: Via Ceylon, Letters, 25; Re-

There is no charge on redirected corre

gistration, 10; Newspapers, 2; Books and Natal, thu Cape, St. Helena, Ascension, Bolivia, Letters, 25; Registration,

LOCAL POSTAGE. General Local Rates for Hongkong. Macao, China, Japan, Siam direct (d), Cochin-China, Touquin, and the Philip-Letters per & oz., 5 cents (c).

Post Cards, each, 1 cent. Books, Parcels and Patterns, per 2 oz., Newspapers and Prices Current, each, 2 Registration, 10 cents. .

(d) Via Singapore, 10 cents. (c) Between Hongkong, Canton, and Macao

Local Delivery. 1. All correspondence posted before 5 p.m. on any week day for addresses in

2. Invitations, &c. can generally be delivered within Victoria at the private houses of the addressees rather than at places of business, if a wish to that effect Two Coolies, ... 0.90 Two Coolies, ... 1.20 Linnet be expressed by the sender, otherwise all correspondence is invariably delivered at the nearest place of business.

3. Boxholders who desire to send Circulars, Dividend Warrants, Invitations, Cards, &c., all of the same weight, to addresses in Hongkong, Bangkok, or the Ports of China, may deliver them to the Post Office unstamped, the postage being then charged to the sender's account.

batch must consist of at least ten. 4. Boxholders may also send Patterns to the same places in the same way. Envelopes containing Patterns may be wholly closed, if the nature of the contents be first exhibited or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed Circulars may be inserted in such Pattern Packets.

PARCELS,-The public is reminded that there is no such thing as Parcel Post to Europe, &c. Much trouble and disappointment are caused by persistent attempts to send small valuable trifles through the Post. Fans. Curios. Articles of Dress. Fancy Work, and similar presents are continually being refused, the senders having often spent more in Postage than would have paid the freight by steamer. No refund can be made on such parcels of the value of Stamps obliterated before the nature of the contents was discovered.

Local and Indian Parcet Fest 1. Small Parcels may be sent by Post at Book Rates between Hongkong and any of the British Post Offices in China, as well as to Japan, Macao, Pakhoi, the Straits Settlements, Coylon and India. They must not exceed the following dimensions, 2 feet long, I foot broad, I foot deep, weigh more than 51bs., nor be smaller than 3 in. by 2 in. Such parcels may be wholly closed they bear this special endorsement PARCEL, CONTAINING NO LETTER, but any 1st Class Cargo Boat of 8 or 900 parcel may be opened by direction of the Postmaster General. In the Case of Parcels 1st Class Cargo Boat of 8 or 900 for India a declaration of contents and value is required, a printed form for which is supplied gratis. The Registration of Parcels for India and Ceylon is compulsory. 2. The following cannot be transmitted: Parcels insufficiently packed or protected, or liable to be crushed (as bandboxes, &c.) Opium, Glass, Liquids, Explosive substances, Matches, Indigo, Dyestuffs, Ice, Meat, Fish, Game, Fruit, Vegetables, or | 3rd Class Cargo Boat or Ha-kau Boat of whatever is dangerous to the Mails, or likely to become offensive or injurious in transit

3. Parcels are as a general rule forwarded or Pullaway Boats, per Day, \$1.00 by Private Ship, not by Contract Mail Packet. To India they are forwarded by the F. & O. and Indian Mail Packets only, to Ceylon by P. & O. only. No responsibility is accepted with regard to any parcel, unless Registered, and then only to

4. The public are cautioned not to confound these facilities with a Parcel Post to Europe, &c., which does not exist. It is necessary that the following rules

be strictly observed. 1. No Letter or Packet, whether to be registered or unregistered, can be received private agreements.

for Postage if it contains gold or silvermoney, jewels, precious articles, or anything that, as a general rule, is liable to Customs duties. 2. This Regulation prohibits the sending of Patterns of dutiable articles, unless the sample of no value.

&c., 8 oz.

Indemnity for the Loss of a Registered Article. The Post Office is not legally responsible for the safe delivery of Registered correspondence, but it is prepared to make good the contenue of such correspondence lost while passing through the Post, to the extent of 310, in cortain cases, provided :-

1. That the sender duly observed all the conditions of Registration required. 2. That the letter was securely enclosed in a reasonably strong envelope. 3. That application was made to the Postmaster General of Hongkong immedi-

cation unless it also is lost. 4. That the Postmuster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Postal administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, nor by the dishonesty or negligence of any person not in the employment of Hongkong Post Office.

5. No compensation can be paid for mer damage to fragile articles such as portraits, watches, handsomely bound books, &c., which reach their destination, although in a broken or deteriorated condition.

Missed or Delayed Correspondence. mistake to let such matters pass for fear of gives more trouble in the end.

Chair, Jinricksha, and Boat

LEGALISED TARIFF OF FARES, FOR CHAIRS. CHAIR BEARERS. AND BOATS. IN THE COLONY OF HONOKONG.

Half hour,10 cts. One hour, ...20 cts. Three hours, ...50 cts. Six hours, ...70 cts. Day (from 6 to 6), One Dollar.

TO VICTORIA PEAK. Return Direct. Single Trip. Four Coolies, .. \$1.00 | Four Coolies, .. \$1.50 Three Coolies, 0.85 | Three Coolies, 1.20 Two Coolies, ... 0.70 | Two Coolies, ... 1.00

By Aberdeen, Shorlest By Pok-fu-Lam. Four Coolies, .. \$2.00 | Four Coolies. .. \$2.50 Three Coolies, 1.69 Three Coolies, 2.00 Two Coolies, ... 1.30 Two Coolies, ... 1.60

By Wantsai Gap. Four Coolies,... ... \$1.75 Three Coolies 1.40 Two Coolies, 1.20

TO VICTORIA GAP. Return Direct. Single Trip. Victoria will be delivered the same day, Four Coolies, .. 60cts. Four Coolies, .. 90cts. Espoir and generally within two hours, unless the Three Coolies, 50 cts. Three Coolies, 75 cts. Firebrand delivery should be retarded by the Contract Two Coolies, .. 40cts. Two Coolies, .. 60cts. Flying Fish Return by Pok-fu- | Return by Aberdeen, | Gionogle Four Coolies, .. \$1.50 | Four Coolies, .. \$2.00 | India Three Coolies, 1.20 | Three Coolies, 1.60

By Wantsai Gan. Four Coolies,... ... \$1.15 Three Coolies, 0.95 Two Coolies, 0.80

TO THE PEAK CHURCH, AND HOUSES IN VICINITY OF MOUNT KELLET AND MOUNT GOUGH. Return Direct. Single Trip.

Four Coolies ... 65 cts. | Four Coolies ... \$1.00 Three Coolies, 55 cts. | Three Coolies, 0.85 Two Coolies, .. 45 cts. Two Coolies, ... 0.70 Returning by other routes will be the Wild Swan same as from Gap.

The Return Fare embraces a trip of not more than three hours except returning by Zephyr Aberdeen when three hours and a half will

be allowed. For every hour or part of an hour above three or three and a half, each Coolie will be entitled to an additional payment of five

Nothing in above scale prevents private agreements. Licensed Bravers (each). One Hour, 10 cents. Half day,... 35 cents.* Day, 50 cents.

Jinricksha. Quarter Hour, 05 cts. | One Hour, ... 15 cts. Half Hour, ... 10cts. Two Hours, ... 25 cts. For every hour or part of an hour \ 10 cents. over two hours, To Pok-fu-Lam or Quarry Bay, ... 20 Return, 35 To Shaukiwan, Return, To Aberdeen, 35

If an extra Coolie is employed, the fare will be double. Nothing in this scale prevents private

BOAT AND COOLE BIRE. BOATS. 1 piculs, per Load, ... 2nd Class Cargo Boat of 600 piculs, per Day, ... 2nd Class Cargo Boat of 600 piculs, per Load, ... 3rd Class Cargo Boat or Ha-kau Boat 300 piculs, per Day, 3rd Class Cargo Boat or Ha-kau Boat of 800 picula, per Load, 300 picula, Half Day, ...

Sampans. Half-an-Hour, ... After 6 P.M.....10 cents extra. Nothing in this Scale prevents private agreements.

SIREET COOLIES. Scale of Hire for Street Coolies. One Day,33 cents. Three Hours.12 One Hour, 5 ; Half Hour, 8 Nothing in the above Scale to affect

Y'hama & San F'eisco 28th inst. City of New York..... 3 k Searle Amer. str. 3129 July 14 P. M. S. S. Co. Books and Papers—to British Offices, Devoushire.......3 e Purvis....... Brit. str. 1513 July 20th inst. Yokohama 5 lbs.; to the Continent, &c., 4 lbs- Don Juan 6 c Marquez Span. str. 654 July 15 Brandao & Co. Coast Ports Cos'tan Dock Else.....Ger. str. 552 July 16 Wieler & Co. Haiphong l'o-morrow 21st inst. Yokohama Swatow & Amoy 19th inst. Huntingdon 3 h Whitburn Brit. str. 1464 July 17 Siemssen & Co. To-morrow Iolani 3 c Allason Brit. hiva _______ 2 h Clement ______ Brit. str. 1419 July 11 P. & O. S. N. Co. Bombay, &c. To-morrow 19th inet. Shanghai Mobile . Doert Brit. Saigon Mount Lebanon 3 c Maxwell Brit. str. 1555 June 3 Adamson. Bell & Co. Mazatlan Fo-morrow Pilot Fish 6 c Stopani Brit. tug., 161 June Kobe & Yokohama 19th inst. Calcutta To-morrow Tanais Paul Fch. Costan Dock str. 1259 July 7 Messageries Maritimes ********* Vladivostock Venice3 c Peters Brit. str. 1270 July 15 Gibb, Livingston & Co. 20th inst. Sydney, &c. K'loon Dock New Zealand, &c., 24th inst. Salung Vessels Adam W. Sdies....... 8 c Field Amer. bqe. 1171 July 13 Arnhold, Karberg & Co. Annie H. Smith | c Brown Amer. sh. 1452 July 9 P. & O. S. N. Co. Annie Johnson 4 k Hali Amer. bqe. 947 June 18 Melchers & Co. San Francisco Belle of Oregon 8 c Matthews Amer. bqe. 1110 June 21 Messageries Maritimes Ben J. Sewall 8 c Ulmer Amer. sh. 1397 June 1 Douglas Steamship Co. Bua Pan 2 c Saxtorph Siam. bqe. 574 July Chandernagor 8 c Parker Brit. bqe. 687 July 16 Lane. Crawford & Co. Columbus 8 c Sauermelch ... Ger. sh. 1731 June 22 Borneo Co., Limited. sh. 1080 June 19 Captain 287 May 21 Eduard Schellhass & Co. Emma Muller 6 k Kading Ger. bqe. 505 June 26 Order 326 June 28 Chinese 678 July 15 Russell & Co. happen occasionally) all that the addressee Frank Pendleton Le Nichols Amr. sh. 595 June 2 Siemssen & Co. , or Received at 7 p.m., or as the case Haroldine 8 c Tibetts Am. 4m. sc. 1294 June 27 Arnhold, Karberg & Co. New York Victoria. B.C. 1484 June 22 Carlowitz & Co. London 423 June 21 Wieler & Co. time cause of complaint occurs; it is a Highlander4 k Bachelder Amer. sh. 1290 May 19 Russell & Co. Highland Light......8 c Norcross Amer. sh. 1264 May 22 Russell & Co. San Francisco giving trouble, a course which generally Jeremiah Thompson ... 3 k Poterson Amer. sh. 1904 June 22 Arnhold, Karberg & Co. John C. Smith 2 c Poss............. Amer. sch. 429 July 13 Captain Lady Harewood 3 k Williams Brit. bqc. Lucky 5 k Reynolds Siam. bog. Margarita 8 k Sobrido Span. bg. 265 June 20 Lane, Crawford & Co. K'loon Dock 75 June 29 Blackhead & Co. Myvanwy4 k Vincent Brit. sch. 162 July - 4 Turner & Co. 2 Carlowitz & Co. London, &c. New York Raphael 8 c Harkness Amer. sh. 14.5 June 22 P. & O. S. N. Co. Sharpshooter 5 c Horne Brit. bye. 489 June 27 Gilman & Co. K'loon Dock 527 June 17 Lane, Crawford & Co. Star of China. 4 c Brit. bqe. 794 June 21 Melchers & Co. Channel 1267 May 17 Order London Wm. Phillips......4 c Potter....... Am. sch. 568 June 2 Ed. Schellhass & Co. New York Young Siam 2 c Comard Siam. bqe. 761 June 23 Yuen Fat Hong Mer Britannic Majesty's Ships in the ChinagSquadron. Tons
Displt. Guns. I.H.P. Where at. Captain. Name.

Werchant Vessels in Hongkong Harbour.

Consignces or Agents.

5 David Sassoon, Sons & Co.

Destination.

Remarks.

To-morrow

Tons. Date of Arrival.

Flag and Rig.

Canton 3 c Balbernie Brit. str. 1101 July 11 Gibb. Livingston & Co.

Captain,

Captain Samuel Long 8510 Port Hamilton d. s. turret ironclad lgamemnon Hongkong. Commander Chas. Hicks 940 composite screw sloop Albatrosa 4330 6010 Captain Hugo L. Pearson Hongkong double-screw iron fa gate Audacious* Captain A. T. Powlett Nagasaki Champion corvette 2380 2610Captain H. N. Hippisley Port Hamilton Cloopatra corvette 470 Lieut. Com. H. H. Boteler Pakhoi Oockchafer gunboat 2383 Captain J. G. J. Hanmer Singapore Curação corvette Port Hamilton Commander Davis composite sloop Daring 360 Lieut. Commander Cochrane Hongkong double-screw gunboat Lieut.-Com. H. R. Adams Singapore 430 gunboat gunboat Lieut.-Com. D. L. Dickson Port Hamilton Captain J. P. Maclear Manila віоор 2000 Captain Hogg Hongkong transport Captain W. McKenzie Hongkong 2332transport Captain C. M. Day Hongkong transport 4830 Singapore 14 Captain Buckle ironclad Commander Geo. W. Hill Shanghai -767 1050 double-screw gun-vessel Lieut.-Com. R. B. C. Brenton Port Hamilton gunboat Hongkong Commander Hotham 465 double-screw gun-vessel Midge Port Hamilton Commander H. T Grenfell composite screw sloop 1130 Pegasus Captain Harrison 4000 Hongkong ---Pembroke Castle transport 830 Hon. F. P. Vereker Shanghai .-gloop" Rambler Hongkong 3502 Captain Brady transport Rosotia Captain R. G. Kinaban Hongkong corvette. Commander A. C. B. Bromley Nagasaki double-screw gun-vessel Lieut. Com. R. T. Wood Hongkong 360 double-screw gunboat Tweed 3087 20 Hongkong Commodore Morant receiving ship Victor Emanuel 835 925 Liout.-Com. Farouhar On a cruise paddle despatch-vessel Captain Orford Churchill Nagasaki On passage to Pacifi Commander John S. Hallifax composite alcop Squadron Hongkong Commander Alleyne turret-ship

* Flagship of Vice-Admiral Sir Wm. Montagu Dowell, R.C.B., Commander-in-Chief. For H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list. Foreign Men-of-war on the China and Japan Station.

Lieut.-Com. Chas. K. Hope

Captain.

Nagasaki

Where at.

Tons. Guns. H.P. Flag and Rig. Name. Captain Schanz Nagasaki Russian aviso Abreck Nagasaki Commander C. J. Barclay U. S. corvette Shanghai Commander de Jonquieres 450 French gunboat Commander Trève 4000Matsou French frigate ___ Atalante Commander Parrayon 14 6007 Singapore French ironclad Bayard 1990 Captain Martial Hongkong French cruiser Champlain Commander Pontois Keelung 1200 ·--- French corvette Chateau Renaud 4000 483 Commander Levard Pescadores ---French transport Lieut.-Commander Noirot Haiphoug French gun-vessel Shanghai 5600 Captain Accinni Cristoforo Colombo Italian corvetto Captain F. da Costa Cabral Macao Portuguese corvette Da Estephania 2236 15 Captain Cölombeaud Keelung French cruiser D'Estaing Comdr. Lemeruer Moussaux: Yokohama 1300 French cruiser Duchaffant Saigon 3700 Captain Peanouy French cruiser Duguay Trouin Captain L. Fournier Pescadores 2000 ---French corvette Eclaireur 2500 Capt. Schering Elisabeth German corvette Foochoow Commander A. S. Barker 1375 U. S. corvette Captain Koltchau 1000 Russian transport Shanghai Commander O. W. Starck 456 Russian gunboat Gornoștai Lieut.-Commander Rötger Shanghai 420 430 German gunboat Commander Fouet Haiphong French gunboat Commander P. F. Harrington 828 Singapore U. S. corvette Juniata 6700 Captain Fleuriain 14 Formosa. French frigate La Galissonnière 2300 Capt. Mequet Hongkong French corvette La Perouse. Haiphong Captain Duval . French gunbeat Haiphong Commander Bonnaiere French gunboat French corvette 2400 6000 Commander Puech Keelung Nagasaki Captain Grenquist Russian frigate 1201 1375 400 550 400 Pescadores Commander Fournier French corvette Kerguelen Commander F. J. Higginson Canton -2.50 Monocacy U. S. gunboat Commander Moltsoff Yladivostock Russian gunpoat Morge Commander Parl Spetzler Corea 🧠 Austrian gun-vessel Nautilus Vladivostock Commander Valrondt Russian gunboat Captain des Essarts 2300 5000 1:00 Saigon 15 French corvette Commander de Kerambosquer On a cruise French troopship Captain Pousuchén Vladivostock Russian corvette Commander J. J. McGlinsey Shanghai 2100 U. S. corvette 303. Lieut.-Com. Thomas Nelson Foochow 50 Palos U. S. gunboat Commander Thousens French gunboat · —---Parceval Haiphong Commander Poidloue 480 French gunbost Pluvier 2200 3989 Commander M. Buge Hongkong French corvetto Primauguet Captain Mensing. Nagasaki Priuz Adalbert German corvette Captain Hiltebrand 1352 Yokohama Russian corvette Razboinik Commander Richard Pascadores Franch corvette Rigault de Genouilly 2500 15 Commander Mayet Pescadores French cruiser Commander W. Monin Saigon Japan 1700 French corvette Commander Boyle 400 Russian gunboat Captain Avila Macao 410 Portuguese gunboat Tamega 10 Captain R. L. Phythian Nagasaki 2300 U. S. trigate Trenton 4176 5100 1156 Captain Baux 2400 14 Nazasaki French ironclad Triomphanta Captain Dupuis Percadores French frigate ----Turenne Commander Emitu J. Butron Manila اجند Spanish corvette Velasco 15 Keelung 3000 Captain Vivielle Villars French corvette 405 Commander Lapeyreiu On a cruise ___ French gunboat Vipere

5756

1300

Russian ironclad

French corvette

Russian gupbost

SHIPPING IN CHINA, JAPAN, PHILIPPINES, AND SIAM WATERS.

WHAMPOA. Flag & Rig. Deglaatien. Vessel's Name. Brit. bqc. Archos Brit. str. Mongkong Olieveden Brit, str. Shanghai Fooksang Brit. str. Shanghai Ningpo CANTON. . MERCHANT SAILING VESSELS. Brit. str.

Brit. Milton MACAO. Amer. str. Canton Kiang-ping SWATOW.

Span, str.

In port on July 14, 1885. MERCHANT STRAMERS. British Fidelio British Kut Sang American ungching

Estrella

AMOY. In port on July 11, 1885. MERCHANT STEAMERS. British Benclutha MERCHANT SAILING VESSELS Brit. bao. Batavia Billy Simpson Brit. bqe. Ger. bge. Guiding Star Brit. H. G. Wappans Brit. Hermann K. Nilsson Ger. Brit. Mary Stewart Ger. Minerva-Ger. Nicoline Ger. Therese Brit. Pelham

Br. 3m. sch. Willie. FOOCHOW. In port on July 11, 1885. MERCHANT STEAMERS. British British Menmuir MERCHANT SAILING VESSELS. Loong Wha Brit. bge. Brit. bqe. Minna Ger. Wagrien

SHANGHAI. In port on July 11, 1885. MERCHANT STEAMERS. British Flintshire British Hongkong Fooksang British Hankow, &c Fuh Wo British Glencoe Kaisar-i-Hind British Kinng-piau Hankow, &c. American Kiang-yung American British Kungwo British Lennox Hongkong, &co. French Peiho British Pechili British $\mathbf{Ravenns}$

Taku British British Yoritomo Maru Japanese MERCHANT SAILING VESSILS. Chingtah Chi. bqe. Lald up Ch. Wattana Siam bge. Ohihaya Maru Japan, bq. F. N. Thayer Amer. sh. Dan. bge. Hoangho Meridian Siam, bgo.

Brit, bge,

Brit.

NAGASAKI In port on July 8, 1885. Kanagawa Maru Japan, bge Kozaki Maru Japan, boe. Northern Star Brit. bge. Sulitelma Brit. bge. W. W. Crapo Amer. bge. Frohlich

Veritas

Wallace

YOKOHAMA. In port on July 6, 1885. Androkles bqe, Anglo Indian Brit. Argos Amer. bge. Brazos Amer. ab. Charger Ger. Francisca Brit. bee. Guam: Brit. bqe, Isabel Brit. Josie Troop Brit. Loiterer Mary C. Bohm Ger. sch. Omega Paul Revere Amer. Brit. bae. Sooloo

Amer. sh. St. Frances Tobique HIOGO. In port on June 9, 1888. Anna Dorothea Ger. bge. Eudora Brit. bae. Queen Emma Brit, bqe. Snow & B'gess Am.

Wm. W. Craps Amer. bqe.

MANILA. In port on June 22, 1885. Swed. bge. Brit. Hindstan Span. bge. Nervion Republic Amer. bqu. R. N. Thomas Amer, sh.

попо. Brit. sh. J. V. Troup

CEBU. Jas. A. Wright Amer. bqe.

BANGKOK. In port on June 27, 1885 Siam. boe. Brit. bge. Amity Siam, bge. Bua Caso Siam, bge. Siam. bge.

Burra Norfol C. Wattana Siam. bg. Doretta Brit. bqe. Eden Siam, bge. Envoy Brit, bge. Hei Cheong Brit. bge. Loochoo Brit. sh. Napiear Kim Chye Seng Siam, sch. Brit. bge. Rapid Siam. bote. Siamese Crown Siam. ah.

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Brit.

S. Hamsed

Nagasaki

Vladivostock

Saigon

Commander Poliansky

Commander Molehonsky

Captain Gigon

800